

SEPTEMBER 25, 1953

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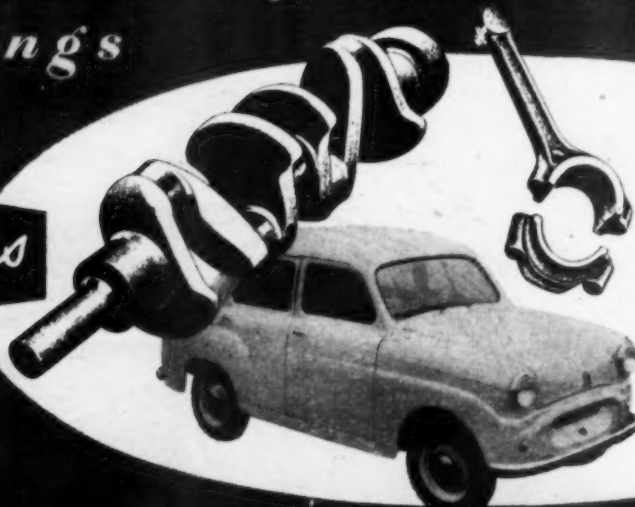
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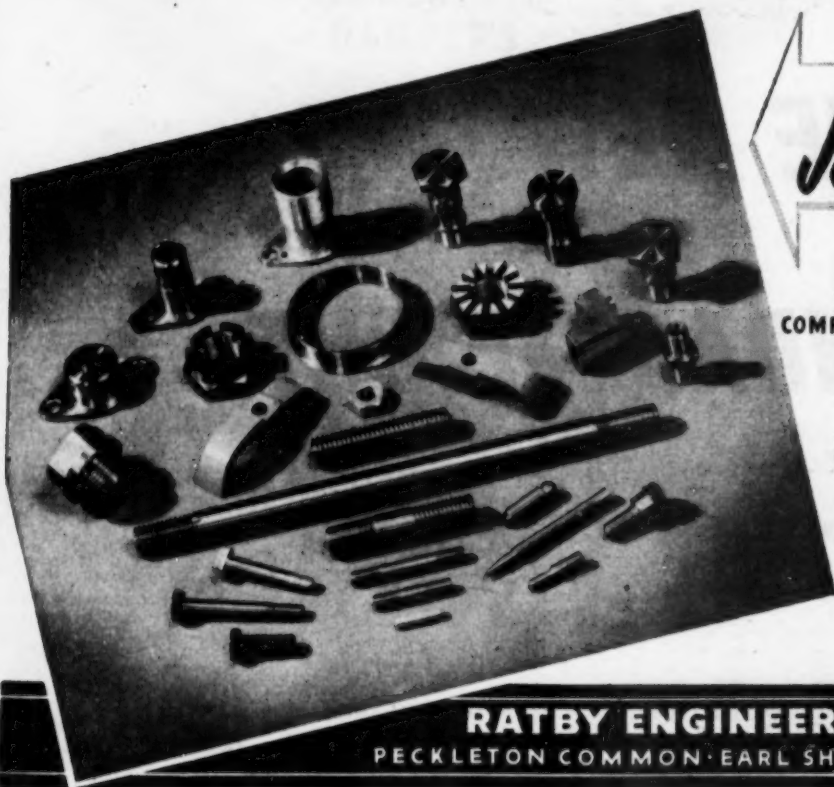
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and every Standard ever made
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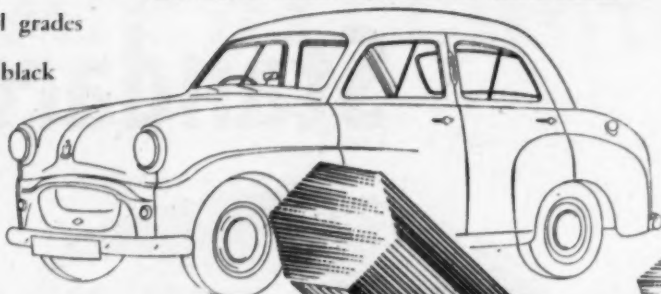


THE MASTERPIECE IN OILS

CONTRIBUTING TO THE EXCELLENCE OF THE NEW

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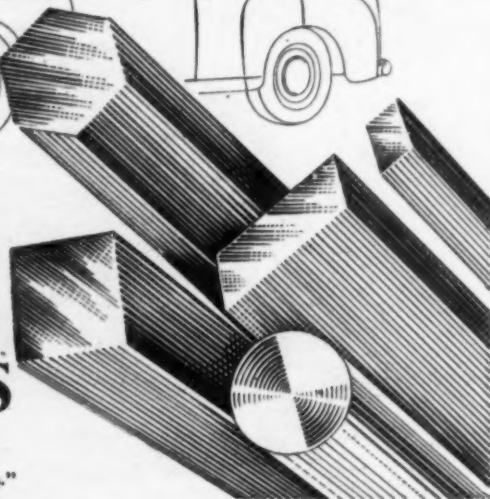
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S T A N D A R D

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'MICRONIC' OIL FILTER
FOR PERFECT PROTECTION

A detailed illustration of a Standard 8 car, a two-door sedan from the early 1950s, shown from a front-three-quarter view. The car is dark-colored with chrome accents on the grille, bumpers, and wheels. It is positioned at the bottom right of the large stylized 'S' and 'X' logo.

THE NEW
STANDARD 8 *is fitted with the*
BORG & BECK 6½" CLUTCH *and*
PUROLATOR 'MICRONIC' OIL FILTER NO. MF6102

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operates from the engine camshaft and uses no current; gives silent, trouble-free service under all conditions.



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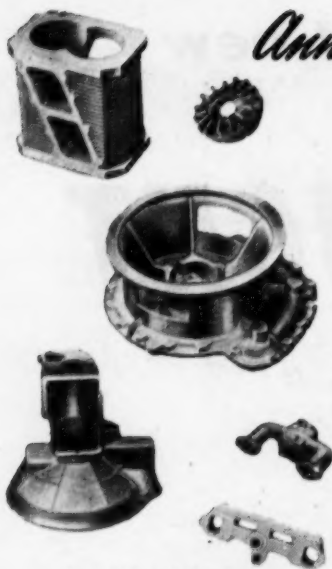
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of our manufacture, which are embodied in its construction.

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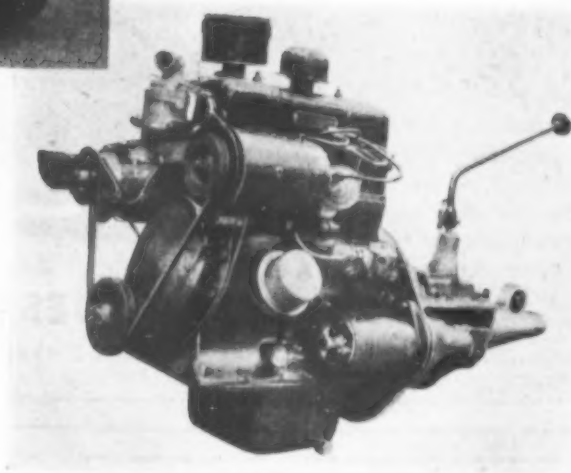
for the new Standard Eight



Metalastik on the new Standard '8'

METALASTIK

technique has established many new standards of comfort, and nowhere is this more apparent than in the Metalastik damping of engine vibration; and in the Metalastik bushes for suspension systems.



**METAXENTRIC
BUSH**

Here is an illustration of the new Standard "8" engine unit with a Metaxentric bush at the rear mounting. The patented bush is made to give optimum vibration insulation consistent with full control of engine movement, which is obtained by the different stiffnesses in the various directions.

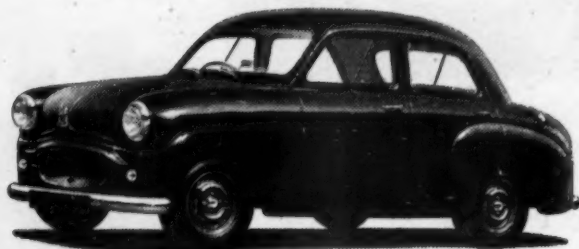
This interesting car is also equipped with Ultra-duty bushes in the rear springs and in the front suspension pivot arms.

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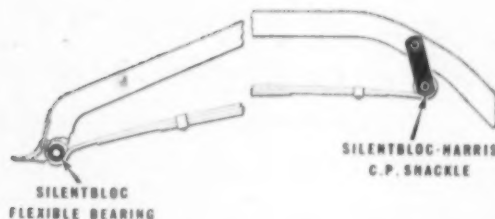


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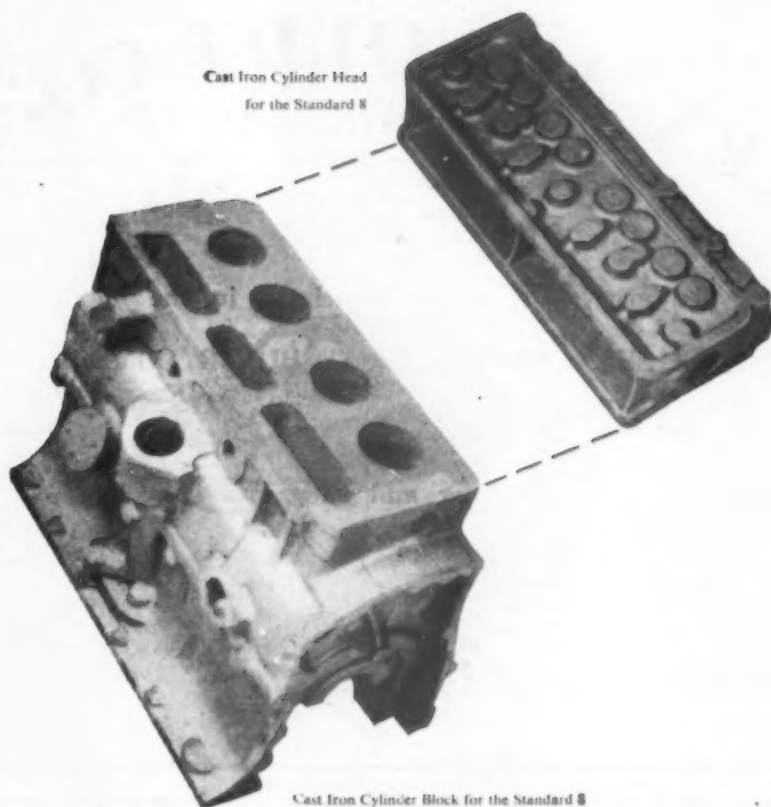
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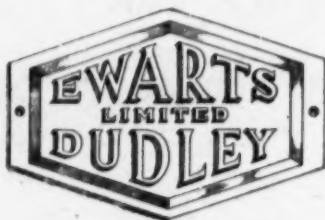
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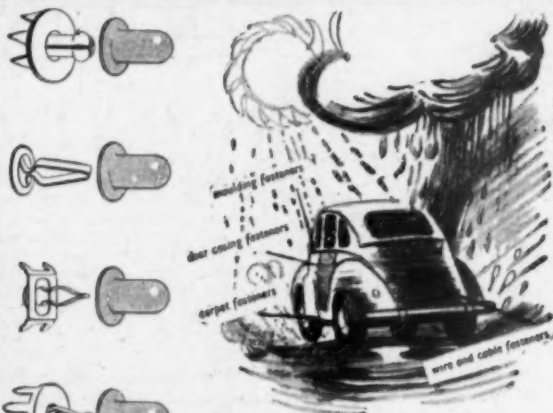


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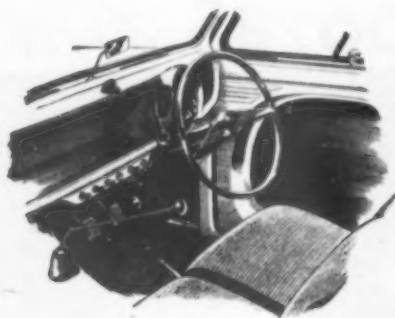
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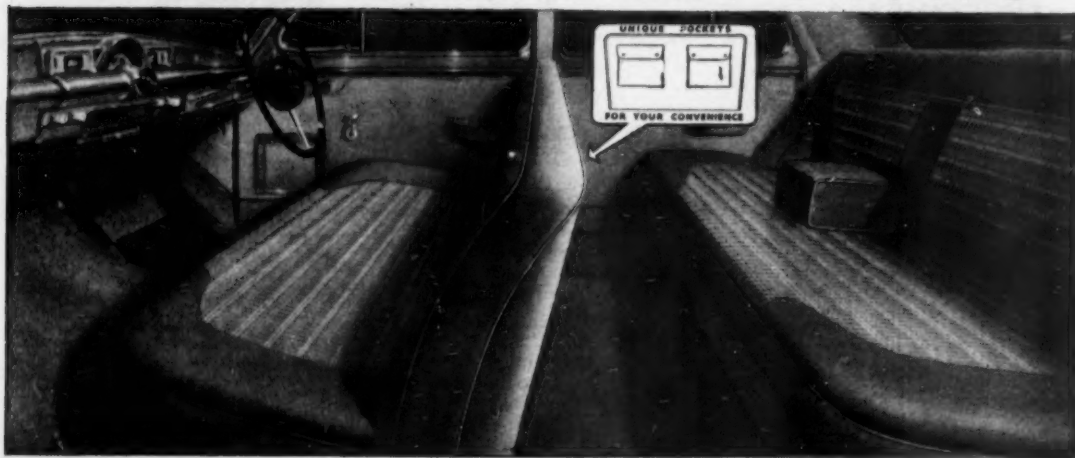
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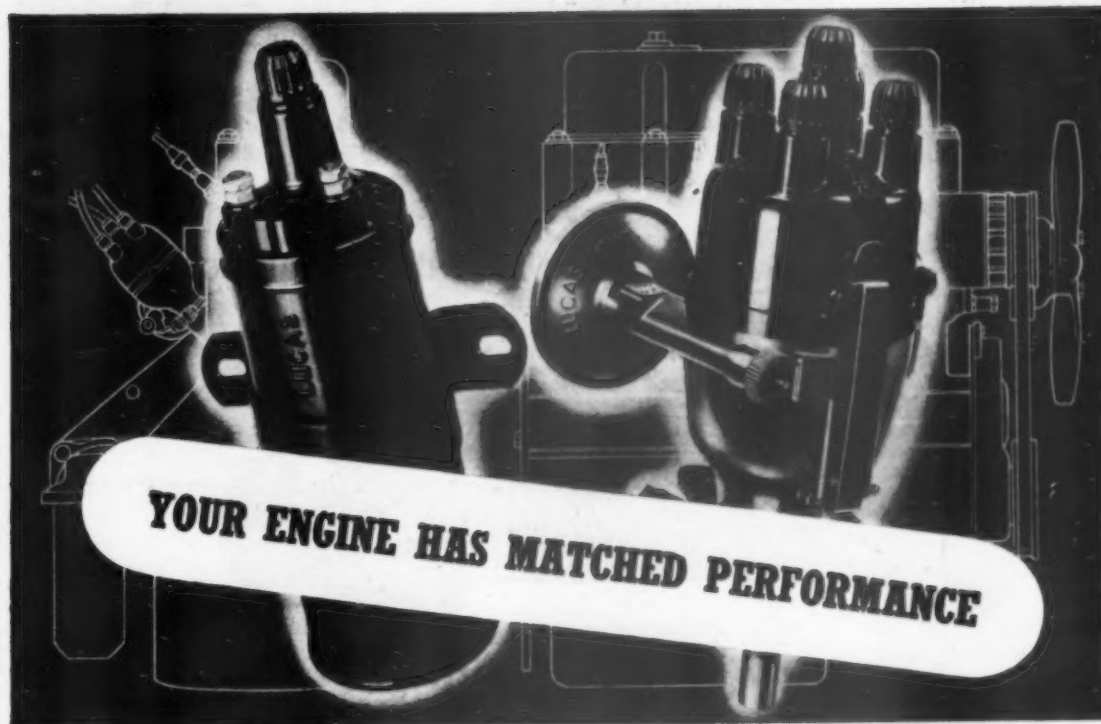
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£600 IN AWARDS

The Awards will be presented by Mr. DESMOND ROOTES of the Rootes Group and a well-known personality in the motor Industry.

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Up to 1,100 c.c.

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Natural or Amber

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Make the most of your motoring with these value-for-money Accessories



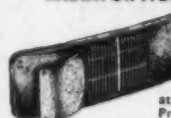
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Most engine wear occurs while your car is standing still, during those vital 2 or 3 minutes when she is warming up. In that short time dry pistons are grating on dry cylinder walls, 4,000 or 5,000 times!

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CARBON IS THE ARCH-ENEMY OF POWER. Paradyne 'F,' incorporated in new Carburol, is the oil-chemist's newest, most efficient carbon repellent. It not only reduces carbon formation, it softens and to some extent removes existing deposits—giving you more power, more miles between de-cokes.

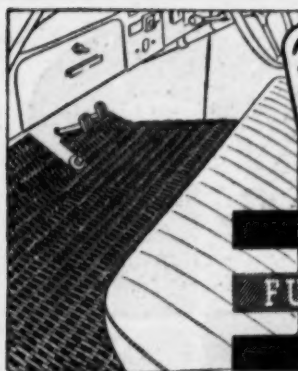
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Now with the NEW improved
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Replacement Guaranteed.



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"BRISTOL" 404 2-LITRE SPORTS COUPÉ
COMPONENT AND MATERIAL SUPPLIERS,
AGENTS AND DISTRIBUTORS

No. 3017

Friday, September 25, 1953

Vol. XCIX

SUPPLEMENT



INTRODUCING

Offering the same superlative comfort and high performance, and with similar beauty of line as that which makes the "Bristol" 403 2-litre saloon one of the world's outstanding cars... the 404 2-litre sports coupé is a new "Bristol" model which combines the ultra high performance of competition motoring with the docility and grace of a town carriage.

THE

Bristol



Sports coupé

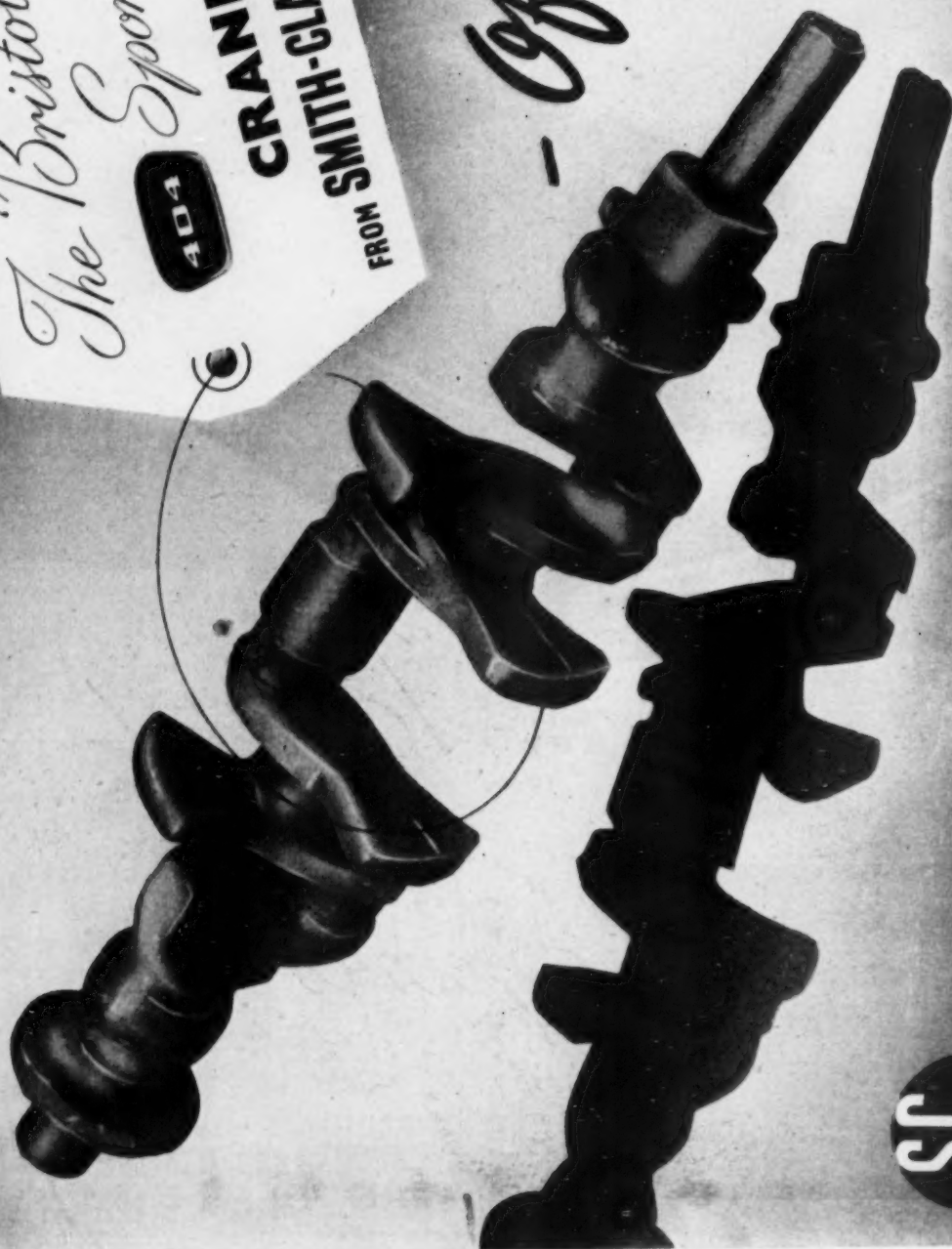
THE CAR DIVISION OF THE BRISTOL AIRCRAFT COMPANY LIMITED • FILTON HOUSE • BRISTOL • ENGLAND
London Showrooms—80, Piccadilly, W.1.

*The Bristol
Sports coupe*



CRANKSHAFTS
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The 'Bristol' *Sports coupé*

Speed does not necessarily imply noise: the panther is swift—and silent... Yet the roar of unsilenced engines too often in the past heralded man's attempts to move faster and faster on and over the surface of the earth. Count Zborowski's 100 h.p. chain-driven monster... the giant four-cylinder Rouge-et-Noir... the 7.7 litre four-ton supercharged Mercedes-Benz... they hurtled on road and track so noisily—and, in the eyes of today, so *slowly*! For the fast car of 1953—the Bristol 404 which dominates this page—moves at two miles and more a minute like a wraith in the sunlight.

It is silenced by **BURGESS**...

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Manufactured by:
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Connolly Leather is exclusively used for the upholstery of the 'Bristol' 404 Sports Coupé. Its unique qualities have, for years, made Connolly Leather the choice of the British Motor Industry.

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Components on the new

Bristol **404** *Sports coupé*

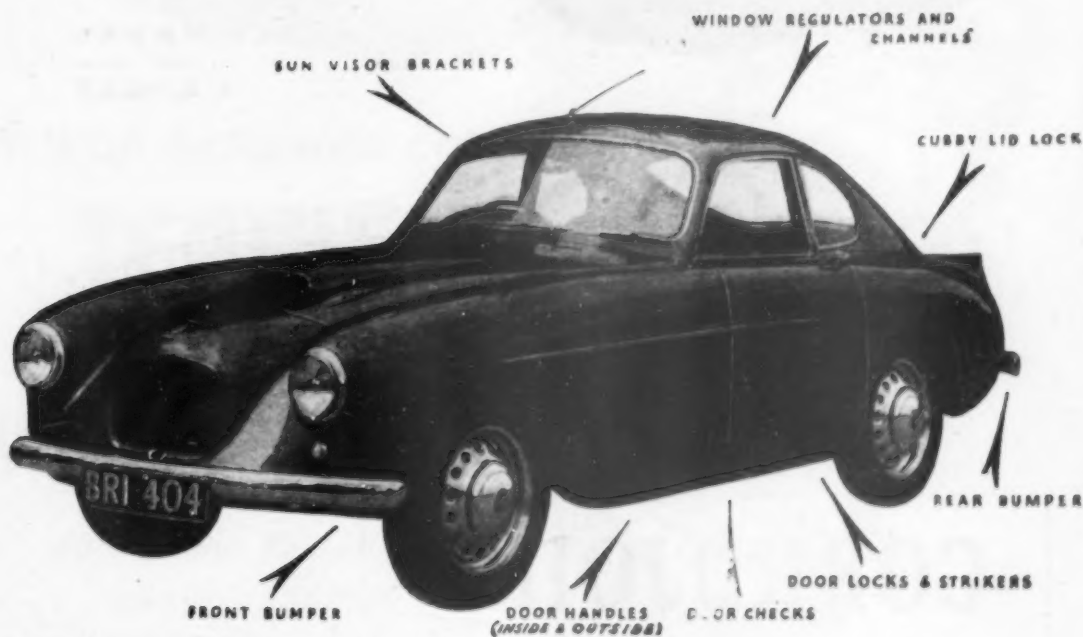
For style and dependability the new Bristol '404' Sports Coupe incorporates components by Wilmot Breedon. These include

- Bumpers
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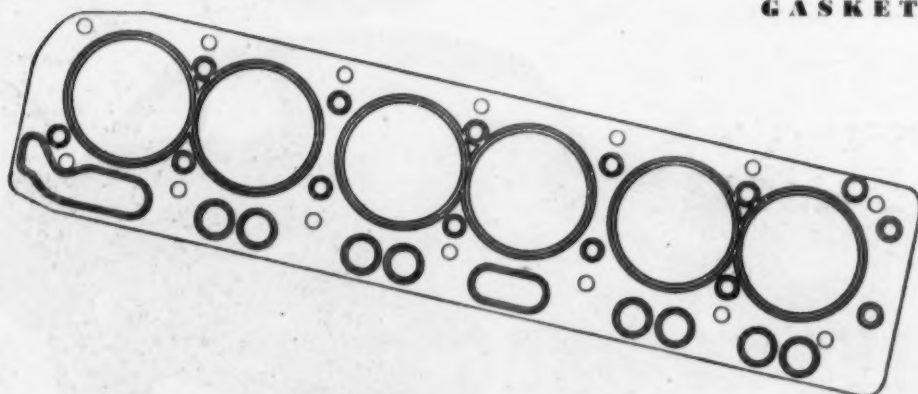


The 'Bristol'*Sports coupé*

**IS
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MANUFACTURED FOR OVER 25 YEARS

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The 'Bristol' 404 Sports coupé



Bristol designers chose

TERRY'S
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FOR SPEED, RELIABILITY
SMOOTH RUNNING

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MARSTON EXCELSIOR RADIATORS *fitted to the Bristol 404 Sports Coupé*

High-performance engines
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Bristol have again
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for their new '404' model.



All Bristol cars are fitted with MARSTON RADIATORS

For assistance on any problem connected with heat exchange, write to
MARSTON EXCELSIOR LTD., WOLVERHAMPTON & LEEDS


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*For years we have been noted
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we have played our part by
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Sand pressure and
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SOLEX CARBURETTORS *on the 'Bristol' 404*

All Solex Service Stations
exhibit this sign

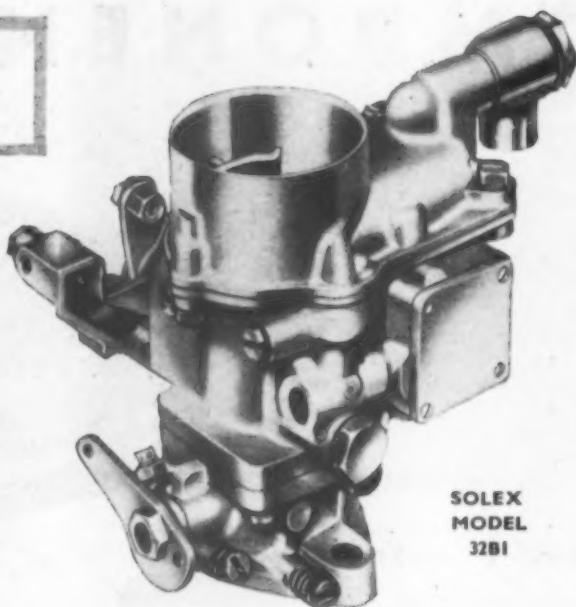


Bristol engines are fitted
with three Solex Carburettors.

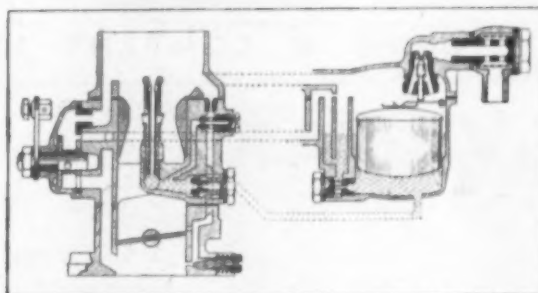
Extremely simple in design,
all jets metering the petrol are
accessible from the exterior
without dismantling the car-
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Their efficiency has largely
contributed to the high per-
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32BI



Diagrammatic Section of the Solex Carburettor
Model 32BI

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The 'Bristol' 404 Sports coupé

RUBERY OWEN COMPONENTS

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for the new



'Bristol'  *Sports coupe*

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E.N.V. Engineering Company Limited,
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One of a battery of centrifugal casting machines showing "pot" being extracted from mould.

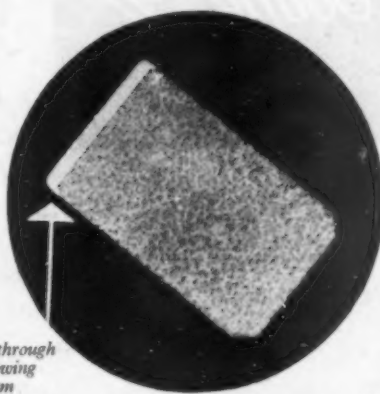
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One of the Chemical Laboratories.



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Section through Ring showing Chromium Deposit.

Wellworthy Precision Machined Pistons are also used in the Bristol Engine.

One of the most important piston ring advances in recent times, Hard Chrome Plating, has also been developed by Wellworthy. Hard Chrome has proved in service to give more than double normal life and cases are recorded where up to eight times normal life has been realised. "Bristol" cars take advantage of this and other special features, namely "granodised" rings which possess oil retention properties and tapered rings for maximum bore seal. Important, too, is the fact that Wellworthy rings are manufactured from centrifugal castings which yield the purest material, and which, in turn, are produced from electrically melted irons.

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**are standard
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NEW BRISTOL 404

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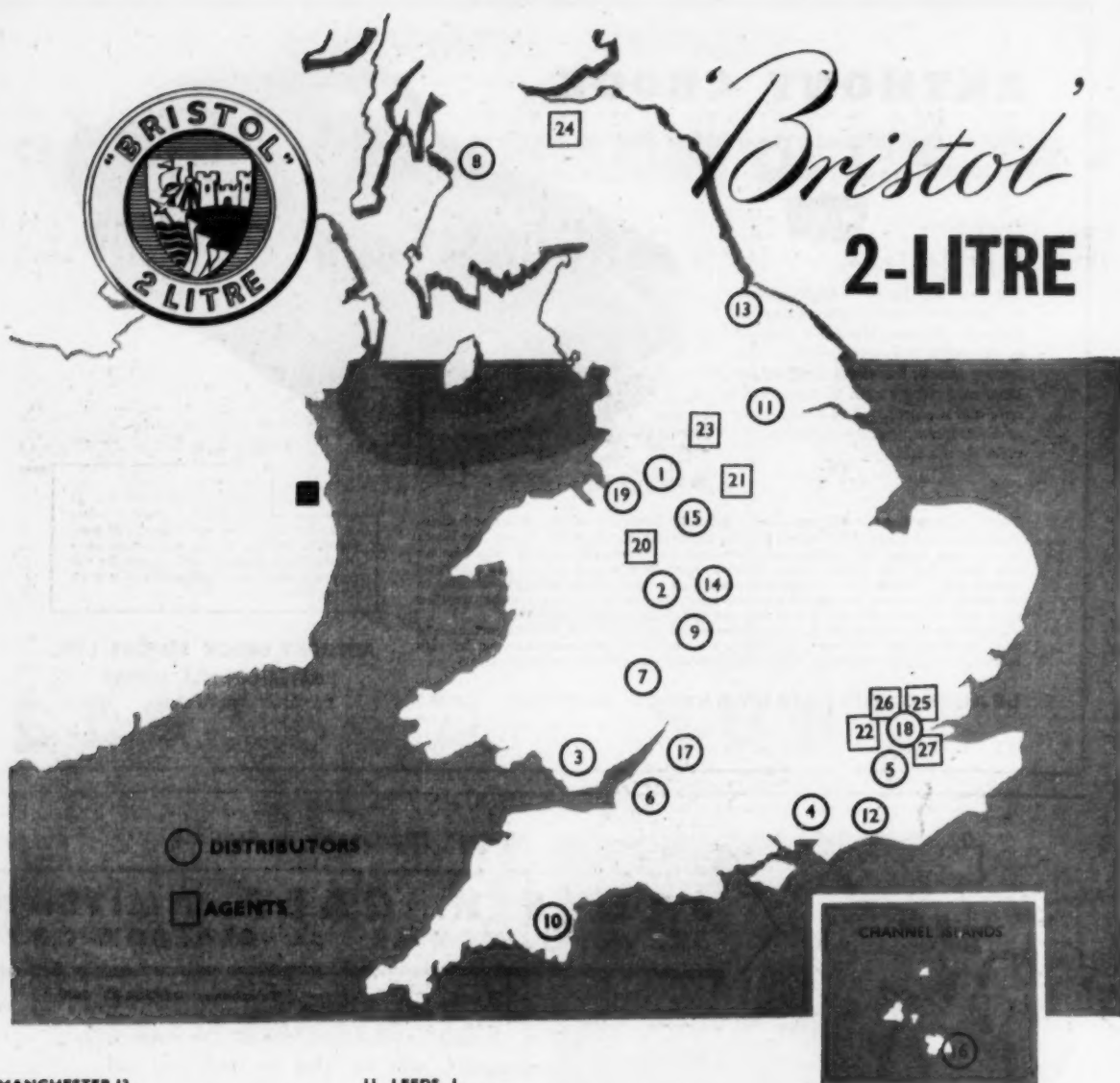
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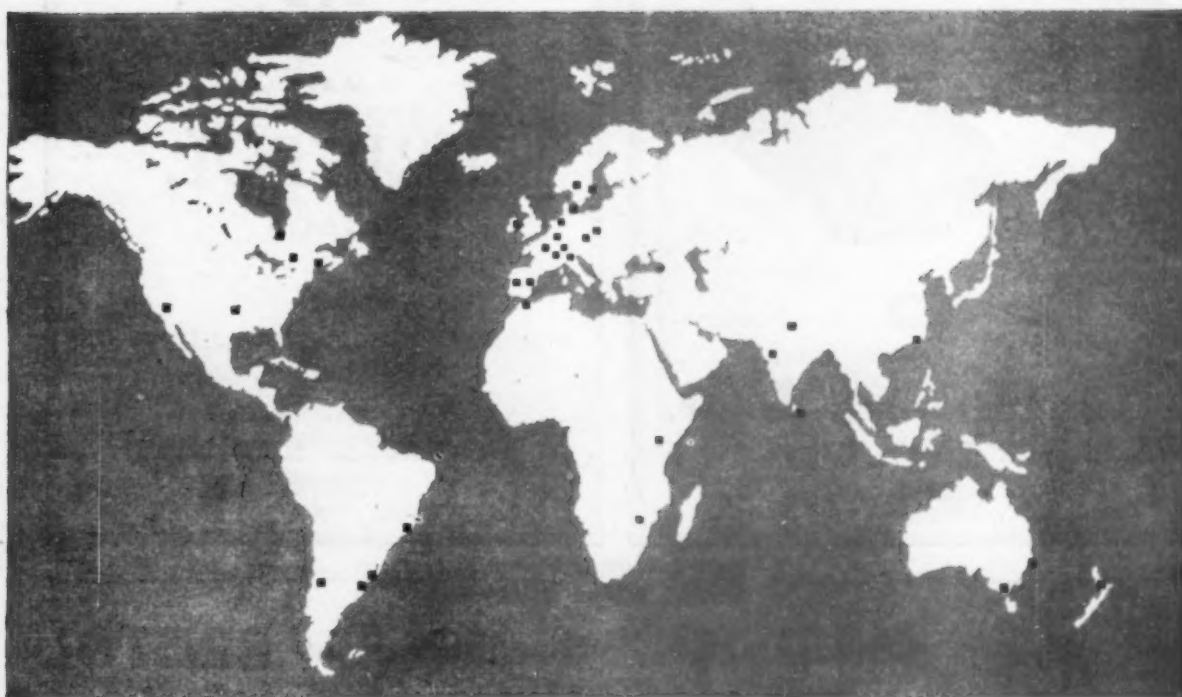


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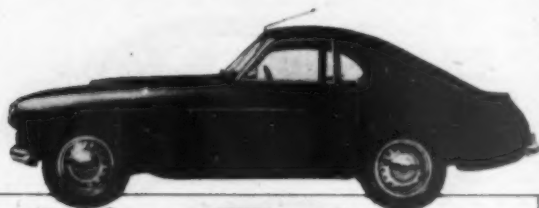
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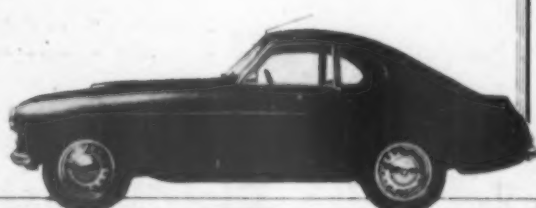
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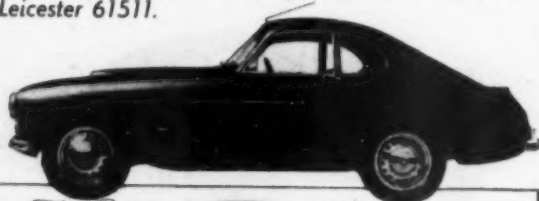
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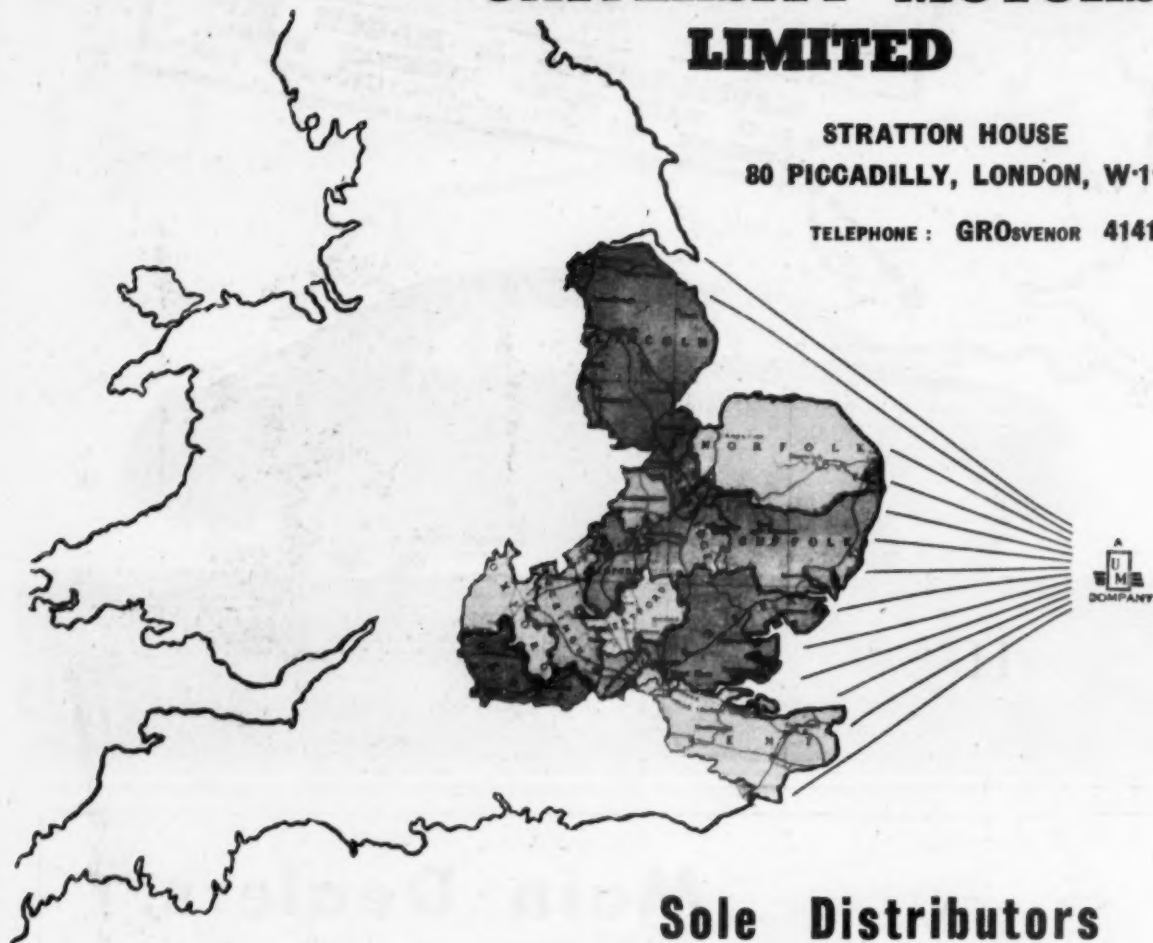
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The Autocar

FOUNDED 1895

No. 3017

Friday, September 25, 1953

Vol. XCIX

Stop the Wagging!

WHILE the revised version of the Highway Code is still in preparation, it is very much to be hoped that the Minister of Transport will modify the current advice on hand signals. It is plain to everyone who drives extensively that the whole purpose of hand signalling has become distorted, so that what started with the excellent intention of providing valuable information has become a means whereby road users try to give one another orders, and an excuse for the most inconsiderate behaviour.

Two examples of such usage may be given: A driver wishes to overtake another vehicle. For some reason or another, the driver of that vehicle deems that the overtaker should desist; he therefore employs the "I am slowing down" signal in a mandatory manner, using it as an attempt to order the overtaking driver to stay where he is. A second abuse of hand signalling is illustrated with monotonous regularity by bus drivers leaving the kerb. They signal "I am turning right" and proceed to draw out regardless of what is happening behind them and well aware that their vehicles are among the most intimidating on the road. It is customary to read in reports of prosecutions following accidents in circumstances such as this, the sentence "I made a signal," used in such a context as to leave no doubt that in the mind of the driver concerned this was an adequate defence of his action. What is even more to be criticized, a willingness is often evident on the part of magistrates to accept the statement as a complete defence.

These two misdemeanours alone should be sufficient to discredit indiscriminate hand signalling, but they are by no means the only criticisms that can be advanced against it. The Stoke-on-Trent coroner, in a recent letter to a London newspaper, had some trenchant words to say about the signal for a left turn:

As for the new edition code, let it forbid the hand wave prescribed for the intention "I am turning left." I have had to deal with two child-deaths which were caused by a driver's preoccupation in each case with making silly and unnecessary hand signals to following drivers.

Another, a learner-driver being tested by an official, turned into a street on his near side as directed, and while signalling he knocked down a mother and baby and killed a small girl who was holding her mother's hand while crossing the street into which the learner was driving. But for the superfluous turning left signal, there would have been no accident.

There is not the slightest doubt that in anything approaching an emergency—as well as in non-emergency conditions—the best place for the driver's two hands is on the steering wheel. It is interesting to speculate how many people would be alive today had drivers' "spare" hand been used to sound the horn and warn a heedless victim rather than flapped out of the window in an attempt to broadcast the obvious—that a stop was necessary.

The word "obvious" is intentional, because it draws attention to the stop light, an excellent fitment that does far more than any hand can do to warn following drivers of a stop or slowing down. The obligation to maintain stop lights in working order should be strict, and motorists may be reminded that the ammeter, if fitted, usually provides an indication of whether the lamp is in operation. Furthermore, direction indicators do all that hand turning signals can do, and that without more than a momentary release of the steering wheel rim. Much of the use made of direction indicators, too, can only be described as evidence of the motoring busybody and exhibitionist. If the mirror view were observed more—and more intelligently—the need assumed by a great many drivers for their present ridiculous signalling would disappear automatically.

There is a great need to concentrate the responsibility for safe road manoeuvres back to where it really belongs—on the driver who is carrying out the manoeuvre—and the Minister would do well to make the revision of the Highway Code the opportunity for a great step forward towards this by the almost complete abolition of hand signalling. Let him lay down that hand signalling is to be used for car drivers at all events—special circumstances applying to other road users, notably motor cyclists, must be remembered—only as an emergency when direction indicators and stop light are incapable of conveying the required information.

Trends and Developments in RACING FUELS



SCIENTIFIC BLENDING MATERIALLY INCREASES POWER OUTPUTS

By W. B. ROWNTREE, O.B.E., T.D., M.Inst.Pet. (Technical Department, Shell-Mex and B.P., Ltd.)

IN these enlightened days when the layman enquires about octane ratings of fuels and compression ratios of engines with the air of one who wants to know, it is difficult not to feel that there is some kind of shroud surrounding the realm of special fuels for motor racing, and the idea seems to prevail that it is possible to get something for nothing in the way of power increase, simply by acquiring a special fuel and putting it in the tank. It is with a view to clearing up some of these misconceptions and discussing recent developments that this article has been written.

It is well known that the power output from an engine has something to do with the fuel used, and Sir Harry Ricardo was among the first to investigate, in the early 1920s, the nature of the hydrocarbons which gave rise to detonation. (Table I shows the anti-knock value of various fuels.) This led other workers like Midgeley and Boyd of General Motors, Detroit, to investigate what substances would inhibit detonation and, after experimenting with some hundreds of chemicals, they discovered that tetra ethyl lead, or T.E.L. as it is called— $Pb(C_2H_5)_4$, to the chemists—was most effective when added to motor spirit in very small quantities in enabling it to withstand high compressions without detonation.

The idea of raising compressions from the 4.5 to 5.5 level of the early 'twenties and 'thirties to the 6.5 to 8.5 level obtaining today was to increase by this means the output from an engine owing to the more efficient utilization of the power produced by the burning fuel. For the technically minded reader, it might be of interest to know that one pound of motor spirit contains sufficient heat to produce about 2½ horse-power for one hour (one horse-power being equal to 2,545 B.Th.U.s), assuming a thermal efficiency in the engine of 30 per cent.

It was only possible to use higher compression ratios,

however, as fuels of high anti-knock value became available. In the case of motor and aviation spirits these were produced by new methods of production at refineries and the addition of T.E.L., as mentioned above; with racing fuels, the use of blend ingredients of non-petroleum origin has played the major part.

It must be emphasized that any attempt to increase the power output of an engine without also increasing the cooling efficiency may result in severe overheating and engine failure; furthermore, the mechanical strength of the engine must be improved where necessary in order to deal with the increased stresses. A constant supply of cold air is also needed so that the density of the air-fuel mixture remains as high as possible, since hot air is lighter than cold air and it is known that to feed an overhot air-fuel mixture to an engine spells loss of power (to the extent of about 2 h.p. for 10 deg. F. rise in the temperature over 100 deg. F.) owing to decrease in charge density. Thus, an increase of power not only entails an increase in compression ratio and a superior fuel, but also better cooling, better mechanical strength and some means of keeping the intake air as cold as possible.

Alcohol Fuels

In this last connection, it was found that a certain type of fuel could be used to cool an engine, and, following the production by Ricardo of his RD1 and RD2 alcohol fuels for motor racing, the independent engine tuners for a considerable time made up their own fuels. A wide variety of blends of alcohol fuel was produced; they were given all sorts of names and codes which, in the early 'thirties, were usually related to initials of the driver or an abbreviation for engine or car. These fuels were demanded by the racing enthusiast, and naturally the oil companies began to take an interest and to produce blends to the formulae supplied. It was not long before the list was whittled down to a much smaller number of blends, and Table II gives the characteristics of a modern range of fuels covering the whole of motor racing requirements today. These fuels represent blends which satisfy all current requirements for motor racing in all classes, and it is true to say that the list could be reduced to six without impairing the range of selection.

Table III gives the characteristics of the components used in current racing fuels and, from this, it will be seen that the alcohols (methanol and ethanol) are the most desirable fuels

TABLE I

Fuel	Octane Number Motor Method	Maximum Compression Ratio	Air-Fuel ratio for Max. Power
Ethanol (ethyl alcohol)	Over 100	over 15:1	6.5:1
Methanol (methyl alcohol)	Over 100	over 15:1	4.5:1
Benzole	100	11-12:1	11:1
50/50 70 octane spirit and benzole	80	9-10:1	11.5:1
75/25 70 octane spirit and benzole	75	7-7½:1	12:1
Aviation spirit 100-130 grade	100	12-13:1	12.5:1
Ether 50 per cent in motor spirit	—	3.9:1	10:1

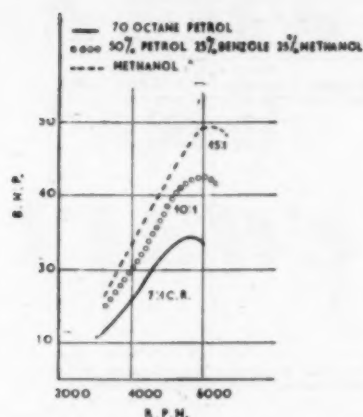


Fig. 1. The gains in power output of a 500 c.c. engine produced by using various fuels.

for maximum power. Fig. 1 shows the kind of power gains obtained in a 500 c.c. engine on various fuels. A brief glance at the list of common racing fuel components will show that there is quite a variety of ingredients to choose from, but the most favoured racing blends are the simple ones containing methanol, acetone, benzole and petrol. Ethanol is not a very popular fuel, mainly because of Customs restrictions, and water, ether and nitrobenzene are used in only a few blends.

Blending Agents

Some blends incorporate a little oil, up to about 1 per cent, usually castor, but sometimes a chlorinated oily compound, similar in properties to Halowax oil (monochlor naphthalene) is used, usually to lubricate top rings and superchargers. Water, because of its high latent heat of evaporation (1,000 B.Th.U.s per pound, against 474 B.Th.U.s for methanol) is used mainly to increase the cooling capacity of a fuel. Hydrocarbon fuels, like motor spirit and petroleum ether, are mainly used to improve the calorific value of an alcohol fuel but, because hydrocarbon fuels will not mix freely in all proportions with methanol, a certain proportion of benzole must be employed as a blending medium, and fortunately benzole improves the calorific value, although not to quite the same extent as petrol.

Separation of the components of alcohol fuels can be brought about by the addition of water or gasoline, and once a fuel has separated into its component layers, hydrocarbons at the top and alcohol and water at the bottom, no amount of shaking will bring about miscibility, and re-blending with acetone or benzole has to be resorted to.

Methanol, and to a lesser extent benzole, are prone to pre-ignite under certain conditions and acetone is used mainly to improve the pre-ignition value, although it also helps to impart good startability to a fuel and increase its anti-knock

TABLE II—RACING FUEL CHARACTERISTICS

Fuel Code	Sp. Grav. at 60 deg F.	Latent Heat	Lower Calorific Value	H.U.C.R.	Flow factor grams per sec	Pre-ignition Value
1	2	3	4	5	6	7
1	0.796	474	8572	Above 15.0	1.110	-185
2	0.799	458	8796	13.6	1.157	-168
3	0.830	435	8610	15.3	1.027	-112
4	0.804	432	9380	15.3	1.234	-135
5	0.808	428	9954	13.9	0.776	-77
6	0.784	424	10294	13.1	1.071	-135
7	0.793	440	10485	12.8	1.120	-139
8	0.776	407	9201	14.4	1.170	-129
9	0.801	368	11294	14.5	1.246	-90
10	0.828	365	11678	13.7	0.577	0
11	0.806	349	12227	12.6	1.134	-101
12	0.780	313	13025	13.3	1.255	-57
13	0.787	260	14950	12.6	1.111	-30
14	0.758	187	17161	10.7	1.240	-31
15	0.754	197	16873	10.8	1.047	-30
16	0.802	237	15533	13.0	1.180	-15
17	0.710	135	19000	8.5	1.195	-46
18	0.733	172	17785	9.8	1.208	-26
19	0.748	135	19000	9.0	1.195	-46

Note.—The code numbers shown in Column 1 are arbitrary numbers.

The characteristics of a modern range of fuels covering every motor racing requirement. This list could be reduced to six without impairing the range of selection.

value. The pre-ignition value of alcohol fuels makes an interesting study and shows how small additions of certain components can improve the pre-ignition proneness of methanol which, unblended, has a value of below -170.

Ethanol fuels have good pre-ignition values lying between zero and plus 30. Pre-ignition values are obtained under the mixture strength conditions for maximum pre-ignition tendency on each fuel. Pre-ignition, or auto-ignition, are terms used to describe uncontrolled ignition of a combustible mixture in an engine by a hot surface. Usually, the ratings are obtained in a single-cylinder water-cooled engine having an electrically heated hot spot to induce pre-ignition, and the electrical energy (measured by Wattmeter) needed to cause pre-ignition is taken as a measure of the pre-igniting tendency of the fuel. A high energy indicates a high pre-ignition resistance and vice versa. A rating scale is used, rather like the octane scale, and iso-octane is given the value 100, which is a good value and indicates resistance to pre-ignition. Cumene (an

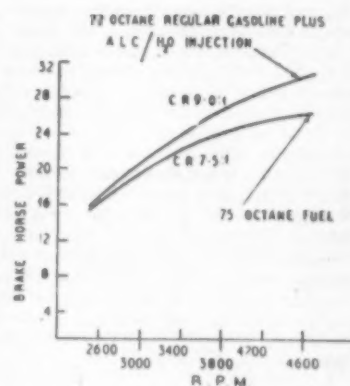


Fig. 2. Showing how alcohol-water injection can improve the full-throttle performance of an engine

TABLE III—RACING FUEL COMPONENTS

Component	Chemical Formula	Sp. Grav. at 60 deg F.	Boiling Pt., deg C.	Flow grams per sec	Pre-ignition Value	Octane Rating	Latent Heat B.Th.U.s/lb	Lower Calorific Value B.Th.U.s/lb	Heat Release B.Th.U.s per lb air	H.U.C.R.
Methanol	CH ₃ OH	0.796	64.5	1.110	-170	over 100	474	8572	1904	Above 15.0
Ethanol	C ₂ H ₅ OH	0.794	78.3	0.536	-28	over 100	361	11525	1773	Above 15.0
Acetone	CH ₃ COCH ₃	0.792	56.1	2.120	+5% H ₂ O = +4	over 100	210	12300	1280	18.0
Ether	C ₂ H ₅ O	0.717	34.5	3.400	+78	pro-knock	150	14700	1470	3.9
Nitrobenzene	C ₆ H ₅ NO ₂	1.210	211	—	—	—	143	10800	1350	—
Nitromethane	CH ₃ NO ₂	1.139	101.2	—	—	—	120	3400	1700	—
Water	H ₂ O	1.000	100	—	See under Ethanol	NH	1000	—	—	—
Motor Benzole	C ₆ H ₆	0.860	Boiling Range 80-150	1.215	+31	100	170	17280	1570	14.6
Petroleum Ether	—	0.680	35-115	1.180	+50	50	135	19000	1266	3.0
Motor spirit	—	0.720	35-180	1.219	+50	over 80	135	19000	1266	8.0

Trends and Developments in RACING FUELS ... continued

Shown in this table is a range of fuel blends for various compression ratios, which can be prepared so that the fuel supplier has a grade to suit any reasonable compression ratio.

TABLE IV—BLENDS FOR VARIOUS COMPRESSION RATIOS

Compression Ratio	Octane Requirement	Proportionate percentages by Volume					
		Methanol	Ethanol	Acetone	Nitrobenzene	Motor Spirit (70 Octane)	Benzole
7-8:1	85					70	30
8-9:1	90					50	50
9-10:1	95	10				80	20
10-11:1	97	25				50	25
11-12:1	100	40				20	40
12-13:1	*110 PN	50				10	50
		60					40
13-14:1	*115 PN	70		10		10	20
14-15:1	*120-125 PN	80		10			10
		90		10			10
Over 15:1		80	90	10			10
		80	80	10		5	5
		80		15	5	4	10
		75		10	5		10

*The octane scale cannot go beyond 100, and fuels of a better anti-knock value are given a performance number (PN). This indicates the percentage power increase above the power output on 100 octane fuel.

aromatic hydrocarbon) is given a zero value, which indicates low resistance to pre-ignition, and minus values show that a fuel is worse than cumene in this respect.

Alcohol has the disadvantage of a low calorific value which leads to fuel consumptions of the order of about twice that of petrol but, since it requires a lower air to fuel ratio, and has a good rich mixture rating, this can be tolerated. The main advantage of alcohol is its high latent heat of evaporation, which enables the fuel to extract over three times more heat from an engine and thereby to cool the charge, than does petrol. Fig. 2 shows how alcohol-water injection can improve the full-throttle performance of a car engine. Alcohol has a low rate of burning, which could be a disadvantage, but this is overcome by adding one of the other blending components, such as benzole or acetone. Table IV shows a range of suggested fuel blends for various compression ratios, which can be prepared so that the fuel

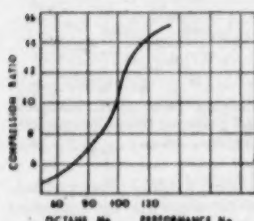


Fig. 3: Showing the approximate octane requirements for various compression ratios (see footnote to Table IV, above).

supplier has a grade readily available to suit any reasonable compression ratio.

Considerable progress has been made of late in the development of fuels containing small quantities of nitromethane (CH_3NO_2) and the use of such fuels has resulted in gains in power up to 15 per cent. This component is extremely expensive, about £12 per gallon at the present time, and fuel consumptions on the blends containing nitromethane are much higher than when using a normal alcohol fuel. It is not a dangerous or explosive substance when correctly blended, nor is it any more toxic than the normal run of alcohol fuels, which are poisonous and should be treated with care.

Oxygen Carrier

The extra power which nitromethane gives to a fuel comes about in quite a simple way. When combustion takes place, the NO_2 group splits up, the N atom remains inert, but the two oxygen atoms, amounting to about 50 per cent by weight of the nitromethane content, are made immediately available for combustion. Thus nitromethane fuels contain some of the oxygen required for their combustion and do not require so much from the air. The air-fuel ratio is thereby reduced and a greater weight of fuel can be drawn

into the engine, resulting in a greatly increased heating value of the air-fuel charge, with increased combustion pressure and a greater power output from the engine. The amount of nitromethane used in racing blends must be carefully controlled, since the state could be reached where all the oxygen required for combustion were present in the fuel, and then there could be an explosion. However, when nitromethane fuels are blended under scientific control and the engine is properly designed and tuned to use them, they present no unusual hazard. Experiments with the addition of any oxygen carriers to fuels should be left to the fuel specialist, since explosions could result from unwittingly mixing certain types of special fuel.

This article would not be complete without a brief history of the development of nitromethane fuels in this country. It is interesting to note that the Thornton Research Centre of the Shell organization began to carry out research work to determine the performance of oxygen-carrying compounds in spark ignition engines in early 1951, and the experiments neared completion in the latter part of 1952. During 1951, and early 1952, there was a strong feeling in some quarters that certain racing cars, because they were going unusually fast, were running on an oxygen-carrying fuel, but later information seems to show that this was not the case. In January, 1953, Shell-Mex and B.P. decided to release their experimental nitromethane fuel for practical trials to certain selected racing drivers who had facilities for carrying out controlled bench or track tests, under the supervision of Shell fuel specialists.

Recent History

Bob Gerard was the first to test the new fuel on the bench and then on the track, early this year, in his 500 c.c. Cooper car, and later in his Cooper-Bristol. About the end of April, 1953, M.G.'s carried out bench tests at their works, in which the new fuel was tried out and satisfactory power gains were obtained. In June, 1953, dynamometer tests were carried out on Stirling Moss' 2-litre Alta engine with excellent results, and later on the Cooper car in which this engine was installed was raced on the new fuel.

In July, 1953, track tests were carried out on the 500 c.c. Cooper cars belonging to Moss, Eric Brandon and Francis Beart, and Beart, who was responsible for tuning these engines, was very impressed with the increase in power obtained. Later, all these cars raced at Silverstone using the new fuel. Also in July, 1953, tests were carried out in the Lancefield-prepared 500 c.c. engine fitted to the Kieft car driven by Don Parker, and all concerned were thoroughly satisfied with the results. Subsequently, the car raced successfully on the new fuel. In August, 1953, Les Leston also drove a car running on the new fuel and he, too, was fully satisfied.

Last, but by no means least, came tests in Ken Wharton's Cooper-Bristol; these have not yet reached completion but, as with all the others, the amount of power gain in the initial tests was phenomenal.

NEWS and VIEWS

Going Strong

LAST week reference was made to the attempt to be made by Mr. F. S. Bennett to repeat his performance of 50 years ago by driving his 1903 Cadillac 1,000 miles, the total being made up of daily trips from London to various other towns. As *The Autocar* closed for press it was known that Mr. Bennett's attempt had been successful up to the third stage. If nothing untoward happens in the meantime he will finish tomorrow, with a run to Brighton and back.

Vauxhall Modifications

VAUXHALLS for 1954 will incorporate some modifications, the main change being an increase in the compression ratio on both the Velox six-cylinder and the Wyvern four-cylinder models from 6.4 to 6.8 to 1.

Additionally the Velox is becoming available with a compression ratio of 7.6 to 1, to take full advantage of premium fuels available in this country, and a marked improvement in m.p.g. and performance is claimed for the car in this form.

Other modifications include better dust sealing, easier ignition adjustment at the distributor, better door locks, new luggage locker hinges, and the adoption of Delco oil-filled coils.

Paris Show

SOME changes have been made in the list of exhibitors at the Paris Show, opening on October 1. It is now known that a Dutch manufacturer will be showing, but presumably the exhibits will have been only assembled in Holland. The number of German exhibitors has gone down from 18 to 13 and British exhibitors have increased from 22 to 24. France still heads the list numerically with a total increased by one to 34.

To mark the 40th anniversary of the Show a party of veteran cars will drive to Paris from Hyde Park, London, starting next Sunday, September 27, at 11 a.m. They will cross the Channel on the *Lord Warden* and there will be a special reception when they arrive in Paris.

Although the Show does not open until next Thursday there is no secret about many of the British exhibits. The Daimler Conquest will be making its first appearance at any show and the new Standard Eight will be featured by the Standard company. No new Austins will make an appearance, but new colour schemes have been devised for all Austin and Austin-Healey cars. In France particularly it may be expected that the Le Mans winning Jaguar will be the centre of attention. The most interesting Rootes exhibit is likely to be the new Sunbeam Alpine.



To celebrate the Vauxhall Golden Jubilee (see page 397) an early single-cylinder car passed down the assembly line at the Luton factory, Sir Charles Bartlett the Vauxhall chairman, is at the tiller, with Mr. Walter Hill, the managing director.

ROADS—ANOTHER PLEA

SPEAKING at the Basingstoke Rotary Club luncheon on September 21, Mr. R. Gresham Cooke, C.B.E., director of the Society of Motor Manufacturers and Traders, and chairman of the highways committee of the British Road Federation, said that even before the war people claimed that the number of vehicles on the roads had reached its peak, and that the same thing had been said only two or three years ago. However, traffic had increased by 50 per cent since 1938. To make our roads as comfortable and safe as they were then the width of main roads should have been increased by 50 per cent, but they had not been widened by as much as one per cent.

Mr. Cooke said that he prophesied without fear of contradiction that in about

six years' time, by 1960, traffic would have increased by another third, so that there would be six million vehicles on the roads.

Since the first world war every Government had failed to appreciate the growth and importance of road transport, he said. The Treasury had always treated the Ministry of Transport as the Cinderella of Ministries, oblivious of the fact that motor transport pays over a million pounds a day in taxation.

Mr. Cooke concluded: "The people of these islands will go on suffering and being maimed, fuel will be wasted and industrial products on their way to the ports slowed down, until Parliament realizes that this problem is one of the most important untackled problems of the twentieth century."

JOWETT JAVELIN HOLD-UP

A STATEMENT to shareholders, the effect of which is to indicate cessation of production of the Jowett Javelin saloon, has been issued by Mr. A. F. Jopling, chairman of Jowett Cars, Ltd. The statement refers back to one made to shareholders at the annual general meeting on July 3 in regard to difficulties which had arisen over the supply of bodies beyond those then on order and to the disturbing position owing to the gap in the delivery of complete cars which was likely to ensue. It was then hoped that an early announcement could be made regarding the resumption of body supplies.

As no such arrangement has yet been made, the Jowett board now feels that the shareholders should be acquainted with the general position and immediate outlook. Mr. Jopling states that it is now unfortunately certain that the gap which was foreseen "will materialize and may prove to be of considerable duration." Negotiations have, therefore, been extended for suitable alternative work to keep the factory reasonably employed pending more permanent arrangements. Contract work expected to be available at the beginning of 1954, together with

spares production will, it is believed, allow the Jowett factory to be operated on a "modest but self-supporting basis pending a return to greater activity."

Production of the present Bradford van and of a new estate car and van which were expected is also understood to be interrupted, but the limited production of the Jowett Jupiter sports two-seater will continue, as bodymaking facilities for this model are available.

The Javelin steel saloon body pressings have been produced hitherto by the Briggs company, of Dagenham, control of which was acquired earlier this year by Ford Motor Co., Ltd. The Ford company has stated subsequently to Mr. Jopling's statement that the difficulty in delivery of bodies to Jowett arose long before the Briggs company was acquired by Ford, and the present situation has resulted from inability to reach agreement as to terms of supply for future production.

Enthusiasts for so individual and interesting a car as the Jowett Javelin, which has sold in considerable numbers, will be sad to hear of the difficulty assailing the manufacturers and will trust that it can be resolved.



NEWS and VIEWS continued

Air intakes can be seen in this picture (above) of the tuned Austin-Healey Hundred at speed. In the smaller picture are, left to right, J. G. Bennett, Geoffrey Healey, and A. C. Pillsbury, of the A.A.A.



AUSTIN-HEALEY RECORDS

RECORD-BREAKING runs made by the Austin-Healey Hundred in America have now been completed, the final total of records being well over 100. Some were international Class D records, others national, and the remainder were American records for stock cars. Two cars were used; one had a specially tuned engine for the international records, and the other was a standard car selected by the American Automobile Association officials from dealers' stocks in America. As announced last week, one of the main achievements was a speed of 142.626 m.p.h., set up, of course, by the specially tuned car; this, however, does not capture any international record. The other car took all American stock car records from five to 3,000 miles and from one to 24 hours at an average speed of over 104 m.p.h. What is particularly remarkable about this second car is that even under these high-speed conditions a petrol consumption of better than 21 m.p.g. was obtained.

The 24-hour run by the stock car went according to plan, but when a similar run was attempted by the tuned car, in an effort to capture international records, rain and storms caused the run to be abandoned after 18 hours. At this stage the car had averaged over 120 m.p.h. Nevertheless, the speeds set up over the longer distances by the stock car were sufficient in themselves to capture several international class records.

The drivers were Mr. Donald Healey, Capt. G. E. T. Eyston, John Gordon Bennett and Roy Jackson-Moore, all of

Great Britain, and the American film actor Jackie Cooper. The only untoward incident occurred during the early stages of the ill-fated 24-hour international record attempt, when George Eyston skidded for nearly 300 yards when the surface became treacherous. One wheel was nearly torn off, but there was no other damage and the run proceeded as soon as the wheel had been changed.

Although the salt flats are particularly suitable for high-speed driving, their elevation is so high (3,400ft) that the power output of a car's engine is affected to the extent of nearly ten per cent.

The new international class records which have been established (subject to official confirmation) by the two Austin-Healey cars are as follows:—

Class D (2,001 to 3,000 c.c.)

1,000 kilometres at 127.00 m.p.h.
2,000 kilometres at 123.612 m.p.h.
3,000 kilometres at 122.03 m.p.h.
5,000 kilometres at 103.94 m.p.h.
1,000 miles at 122.619 m.p.h.
2,000 miles at 123.02 m.p.h.
3,000 miles at 104.19 m.p.h.
5,000 miles at 103.94 m.p.h.
6 hours at 123.75 m.p.h.
12 hours at 122.913 m.p.h.
24 hours at 104.30 m.p.h.

63,000 Signs

DURING the past twelve months more than 63,000 temporary road signs have been erected by the R.A.C. Events for which signs were provided included the Coronation, the main meetings at Silverstone, the Royal Show, Ascot, and the Farnborough air display.

BOOKS RECEIVED

Stirling Moss, by Robert Raymond. Published by Motor Racing Publications, Ltd., 81a, Grays Inn Rd., London, W.C.1. Price 15s.

It cannot very often occur that a full-length biography of a man should be written before he reaches the age of twenty-four. This, however, has now happened to Stirling Moss, thrice winner of the B.R.D.C. Gold Star for road racing, and in the opinion of many Britain's greatest racing driver of the present day; and he celebrated his twenty-fourth birthday only last week.

This book—entitled simply "Stirling Moss"—makes fascinating reading, not only because the meteoric rise to fame of Moss in so short a time and at such an early age is a naturally intriguing story, but also because of the pleasantly informal way in which it has been written. Many remarks and conversations are quoted verbatim, while extracts from Moss' diary are also included from time to time—and very amusing some of them are. As a back-stage commentary on present-day racing and its stars and personalities, it could hardly be bettered; as an adventure story it would shame many works of fiction; and as a character study of a remarkable young man it deserves every praise.

It is well illustrated with many good photographs. It is, however, a great pity that, as seems to apply in too many recent books, the proof reading has been careless.

Crazy Journey, by Alan Hess. Published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 12s 6d.

On February 17, 1953, three modern merchant venturers set out from equatorial East Africa to drive an Austin A.40 to the Antarctic. The leader of this venture, Alan Hess, until recently public relations officer of the Austin company, has written a book which covers the journey from its preparatory stages to the victorious finish.

In the foreword, Sir Miles Thomas describes the book as being "a full-blooded adventure story"—an apt description. For this reason alone the book is not one which can easily be laid down once started. It is written in a delightful style and makes good reading. The author makes reference to research but unfortunately does not enlighten the reader with scientific results. But the sequence of exciting events carries the reader on with ever-increasing interest and at one stage it is easy to imagine the hordes of hovering vultures gradually descending on the Austin team as they lie exhausted in the middle of the desert.

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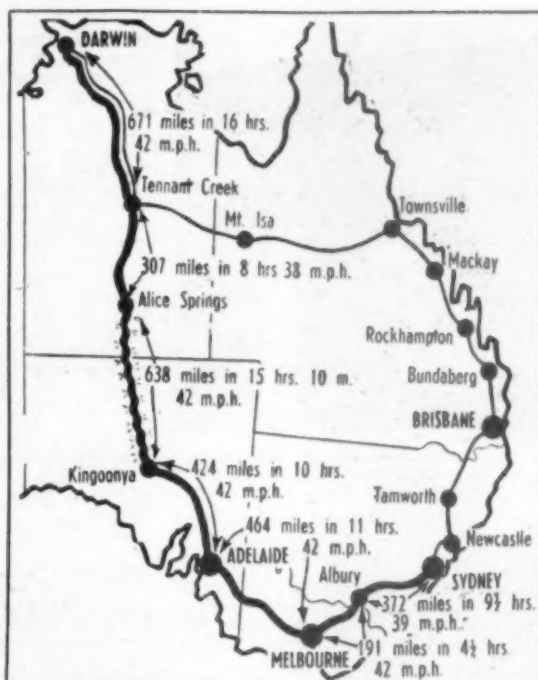
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"ALL THAT THE NAME IMPLIES"

THE BIG TREK

Nearly 200 competitors in the big Australian trial had to cover 6,500 miles in their tour of a large section of Australia.



40 M.P.H. AVERAGE FOR 14 DAYS ON 6,500-MILE AUSTRALIAN TRIAL

AS *The Autocar* recorded last week, the mammoth round-Australia trial, organized by the Redex company and the Australian Sporting Car Club, was won by a Peugeot 203, with a Humber Super Snipe second and a Chrysler third. But just what was entailed in the closing stages of the trial can now be judged, for it must be remembered that this was a first effort, and only after cars have attempted any course can a precise assessment of its toughness be made.

The route, as can be seen in the accompanying map, lay first up the east coast of Australia from Sydney, and on the good roads to Brisbane competitors had to average 36 m.p.h. But this relatively gentle pace, taking into account the good roads, was not to last throughout the trial. Between Brisbane and Rockhampton the road surfaces began to deteriorate, but even then only Australians could have realized just what the going was to be like later on. Dirt roads, more than 600 miles of them, took the cars inland to Mount Isa, from which town the roads improved again to the northern port of Darwin, nearly 1,100 miles to the north-west. Over this long section the average speed rose to 44 m.p.h., the highest speed of any part of the trial.

Darwin to Adelaide

By the time Darwin had been reached competitors had covered more than half the distance, but so far it had proved child's play compared with what still lay in front. But after Darwin the roads were still kind, and the great convoy, watched by thousands of people wherever its route lay, made its way down south

to Tennant Creek and Alice Springs, where the toughest part of the trial was to begin.

From Alice Springs down through Kingoonya and nearly into Adelaide the dirt road had to be negotiated for mile after mile, while it gave the cars a tremendous punishing and provided exhausting conditions for the drivers; for even

under these road conditions the average speed to be maintained by the bigger cars was 42 m.p.h. From Adelaide to Melbourne the average speed remained the same, but the going was much smoother, and to tired crews the welcome feature of Melbourne was that then only a mere 372 miles separated them from Sydney, the finish. But for so many it was this very last stretch which robbed them of any chance of a high place at the finish.

The organizers had put in what was known as a "horror section," not far from Sydney, and indeed it was hard work for the ordinary production cars taking part. It was very much the sort of course for the English trials special, containing such hazards as unbridged rivers which brought the water level over the wheels of even the biggest cars. Most competitors took them as hard as they dared, for only 17 minutes were allotted for this 11-mile stretch, and caused bow waves which rose up to and even over the windscreens. It was 11 miles of narrow gates and close-growing trees.

Hazardous Progress

Big cars were at a great disadvantage on this section, for many of the corners were so sharp that the only way to get round without reversing was to slide the tail of the car, and one result was that there were few big cars unmarked at the finish. It was here that the Peugeot 203 did so well, beating the Humber Super Snipe by a quarter of a minute. Tubman and Marshall, the winning drivers, said afterwards that their Peugeot was perfect for the "horror section," but even they had gone off the track once and hit a tree. They did not quite manage to do the 11 miles in 17 minutes, but they were nevertheless quicker than anyone else.

The Australian spirit had risen to the occasion of this trial. Not only were there many more starters than had been expected, but also the typical Australian desire to "have a go" resulted in some extraordinary crews, because members of families all wanted to go, too. And when they got back the stories of their 6,500-mile adventure could be accepted as true, for anything could have happened. Some



Thousands of spectators saw the start and hundreds more lined the main road out of Sydney to see the competitors on their way



There were so many competitors that the start was manned well into the night. Heavy wire grilles were mounted on some of the cars to protect them from the roaming wallabies which are part of the Australian scene.

THE BIG TREK continued

cars were so badly damaged or bogged down on rough parts of the course that their owners simply left them there, "somewhere out back," and headed for

home by whatever means they could find.

A few competitors went so fast over the better stretches that the officials, flying from control to control, landed to

find drivers with time in hand waiting for them! Many of the cars had averaged more than 60 m.p.h. for long distances. The toll on the cars was formidable, and even by the time they reached Darwin, the northernmost point, 50 cars were missing, many of them because they had started off grossly overloaded for an event of this type. One crew, trapped under their car, set fire to the brush and were rescued by a train crew, and another had some nasty moments when they got stuck on a level crossing.

The eliminating "horror section" proved successful in preventing a tie, and as if its unbridged rivers and cross-country sections were not bad enough it seems that next year the sponsors are quite likely to make the trial harder and longer still.

RESULTS

Outright Winner: Peugeot 203 (K. Tubman and J. Marshall), 19 points lost.

Class Results: 1.100 c.c.: 1. Austin A30 (E. L. Brotherton), 335 points lost; 2. Austin A30 (J. K. Ellis); 3. Austin A30 (K. Smith).

1.101-1.500 c.c.: 1. Peugeot 203 (K. Tubman and J. Marshall); 2. Austin A40 (D. McKay), 26 points lost; 3. Peugeot (J. Jeffery).

1.501-2.500 c.c.: 1. Holden (L. Davison), 22 points lost; 2. Holden (L. Davies); 3. Standard Vanguard (E. A. Nelson).

Over 2.501 c.c.: 1. Humber Super Snipe (K. Robinson), 20 points lost; 2. Chrysler (D. H. Anthill); 3. Humber Super Snipe (J. A. Masling). 110 finished out of 196.

NAVIGATORS' NIGHTMARE

SUCCESSFUL MIDLAND A.C. RALLY

AS much, or more, depended on the navigator as on the driver in the Birmingham Post rally organized by the Midland Automobile Club on Friday and Saturday last.

At 10.01 p.m. on Friday at the Civic Centre in Birmingham Chief Constable E. J. Dodd, C.B.E., handed a route card to the first competitor, J. D. Harper, in his 3,622 c.c. Allard, raised the national flag and brought it smartly down. Other competitors followed at minute intervals, Imhof in his 5,420 c.c. Allard shooting off with acceleration that left the crowd gasping.

Nothing unusual in such a start, except that the route card gave only grid references for the night section, so that navigators had to get very busy at once. It later transpired that some found the correct grid reference, but on the wrong map, for the first time control. As a result, at least eight of the 66 starters were soon out of the running, failing to find

Finmere, near Buckingham, within the schedule time.

The next time control proved to be Bredons Norton, near Bredon Hill. From there, more grid references led to Llanthwy Rhytherch, near Abergavenny, Trapp, near Llandilo, and the river bridge in the middle of Sennybridge ranges. Ken Rawlings in Butercup, Lew Tracey in his XK120 and Dennis Taylor also in an XK120, forming the Sunbac A team, went round in circles but could not find one point, or rather the road to it.

At Llandrindod Wells, the breakfast stop, only 26 competitors were left unpenalized. Then came the day section of 165 miles which included five good tests, the first being held by the lakeside at Llandrindod. This was acceleration from a standing start, reversing between two pylons, and then accelerating into a braking area.

Test Variety

Next came the regularity test round Lake Vyrnwy. Then to Craven Arms for a stop and restart test on Goat Hill, where a slippery surface called for careful driving to avoid wheelspin.

Next test was "forward-reverse-forward-reverse-forward-brake" at the triangle at Shelsley Walsh. In the evening, dinner followed at the Raven in Droitwich, prizes being distributed afterwards by Mr. E. M. Clayton, managing director of the Birmingham Post and Mail, who congratulated the M.A.C. on the organization and hoped that the association with the club would continue. The results are as follows, tankards and cash prizes of £20, £15, £10 and £5 being awarded in each class.

RESULTS

Best Performance (M.A.C. Cup and £30): Morgan 2,088 c.c. (P. H. G. Morgan) 71.90 marks lost.

Class 1. Open cars up to 1,300 c.c.: 1. Morris

1,172 c.c. (P. A. Denning), 80.82 marks lost; 2. M.G. T.C. 1,250 (P. J. Anton), 84.62; 3. M.G. T.D. 1,250 (R. A. Gouldbourne), 100.08; 4. M.G. T.D. 1,250 (G. T. E. Cheney), 108.26.

Class 2. Closed cars up to 1,300 c.c.: 1. Standard 1,009 (J. F. Livingston), 79.65; 2. M.G. 1,250 (A. J. Brown), 80.85; 3. Austin 1,200 (H. W. Whitehouse), 105.05; 4. Ford 1,172 (J. W. Cox), 108.85.

Class 3. Open cars over 1,301 c.c.: 1. Morgan 2,088 (W. A. G. Goodall), 83.31; 2. Allard 5,420 (A. G. Imhof), 87.01; 3. Morgan 2,088 (A. L. Yarranton), 57.41; 4. H.R.O. 1,496 (G. A. Lewis), 90.10.

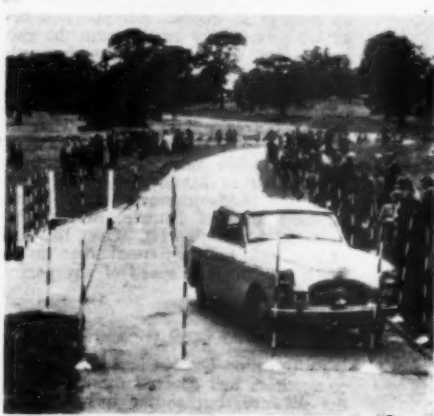
Class 4. Closed cars over 1,301 c.c.: 1. Jowett Jupiter 1,486 (P. P. Grounds), 102.10; 2. Riley 2,445 (R. P. Lane), 104.40; 3. Austin 2,660 (E. G. M. Collier), 123.00; 4. Sunbeam-Talbot 2,267 (R. J. Sanders), 126.2.

Team Prize: Morgan 2,088, Worcestershire M.C. (W. A. G. Goodall, W. D. Steel, P. H. G. Morgan), 248.71.

Ladies' Crew: Morgan 1,098 (Miss A. M. Jarvis, Miss M. J. Freeman), 159.90.



Peter Morgan (right) receives the Midland Automobile Club challenge cup.

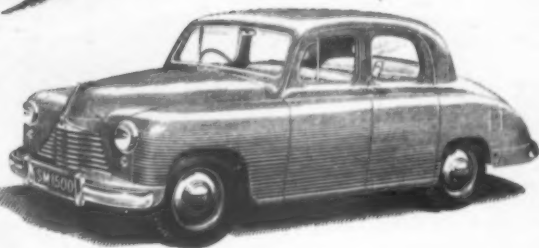


Westwood Park, Droitwich: the Austin A40 sports driven by H. W. Whitehouse and T. N. Rock undergoes the final test.

*Charles is not really
'ordinary'....*

'I'm an ordinary sort of bloke' said my friend Charles, 'but they don't seem to make many cars for the likes of me these days. I'm not very interested in cars that do 150 m.p.h., or bodies that look as if they'd been put on back to front, or gadgets with fancy names like Supermatic Overflow.

All I want is a good sound job, preferably more than a little hand-made, that'll do its 60 m.p.h. without fuss and without being pushed, and will carry us in comfort and above all in silence. And I can't think of anything much nearer the mark than this Singer. Can you?'



... nor is the SINGER  1500

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VACUUM OIL COMPANY LIMITED, LONDON, S.W.1

THE VAUXHALL STORY

1903-1953

GOLDEN JUBILEE OF A FAMOUS NAME

IN the year 1857 a Scottish marine engineer named Alexander Wilson started a business in Wandsworth Road, London. It was named the Vauxhall Iron Works and was mainly concerned with the production of marine engines for use in river craft. The business was extremely successful from the outset and in a very short time Wilson was employing over 150 men. In 1897 the business was made into a limited company and became known as the Vauxhall Iron Works Co., Ltd.

Alexander Wilson had left the company by this time and had set up his

working days in 1903 to seventy-six during 1904. But the large number of workpeople involved in this venture, coupled with the need for new and larger premises with room for expansion, prompted the directors to look for a more suitable factory.

A convenient site was found at Luton, Bedfordshire, where male labour was plentiful, and the company moved there in 1905. Spurred on by the success of their first model the company then produced a 7-9 h.p. model, which, unfortunately, did not enjoy the same popularity as its predecessor. In 1906 the Vauxhall Eighteen four-cylin-

rapidly diminishing ere this and motorists were clamouring for higher powered vehicles, so, in 1908, Vauxhall's produced the famous 20 h.p. model. An example of this car won the R.A.C. 2,000-mile trial in the same year, an achievement which proved to be a tremendous fillip for the make and one which made the car the most popular model of that year.

Quickly realizing the high publicity value of success in the sporting field, Vauxhall entered speed and reliability trials with healthy enthusiasm. As a result, the years 1909 to 1914 saw this *marque* winning competitive events



The first Vauxhall: a single-cylinder engine powered this vehicle, which cost 130 guineas. A larger body capable of seating four persons was also available. •



The 1905 three cylinder model, which did not meet with the success of its predecessor. It is easy to imagine the beginnings of the characteristic Vauxhall flute.

own offices in the capacity of consulting engineer. At the beginning of the century the remaining directors of the company became interested in the "horseless carriage" and, as a result of experimental work which had been in progress under the direction of Mr. F. W. Hodges, a 5 h.p. single-cylinder light car, capable of carrying four passengers, was offered for sale to the public. This was the first Vauxhall car and the year was 1903. *The Autocar* of October 31, 1903, published a description of this original Vauxhall and it is interesting to note that the suspension was independent all round, by coil springs.

The price of this model was 130 guineas, reasonable enough in those days and, so enthusiastically did the public respond, that production increased from one car every twelve

der model made its first appearance and quickly became a favourite with the motoring public. The famous fluted bonnet treatment which has characterized Vauxhall cars since 1906 was originally used on this car.

A Sporting Interest

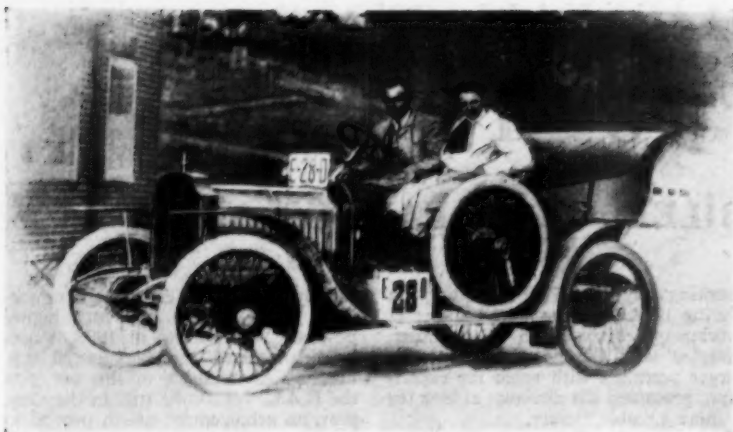
Later in the same year Mr. L. H. Pomeroy, who had joined the Vauxhall company in 1905, designed the 12-14 h.p. model. This was the first Vauxhall to be fitted with a live axle. In 1907, the company, justifiably pleased with its success, decided to concentrate on car production and so disposed of all other engineering interests which were not allied to the production of automobiles. The name was, at this time, changed to Vauxhall Motors, Ltd.

Public demand for the light car was

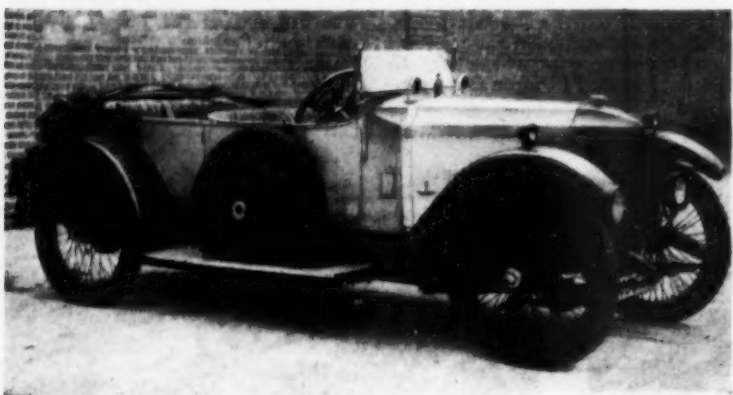
with increasing frequency both at home and overseas. Perhaps one of the most important of the many highlights in the history of the manufacturers took place on October 28, 1910, when a 20 h.p. Vauxhall became the first car of that capacity to achieve the magic 100 m.p.h. on Brooklands track, a much coveted achievement.

The most successful year for the Vauxhall company—from the sporting point of view—was 1913. During that year the famous 30-98 model made its debut and proceeded to record success after success in speed trials all over the country.

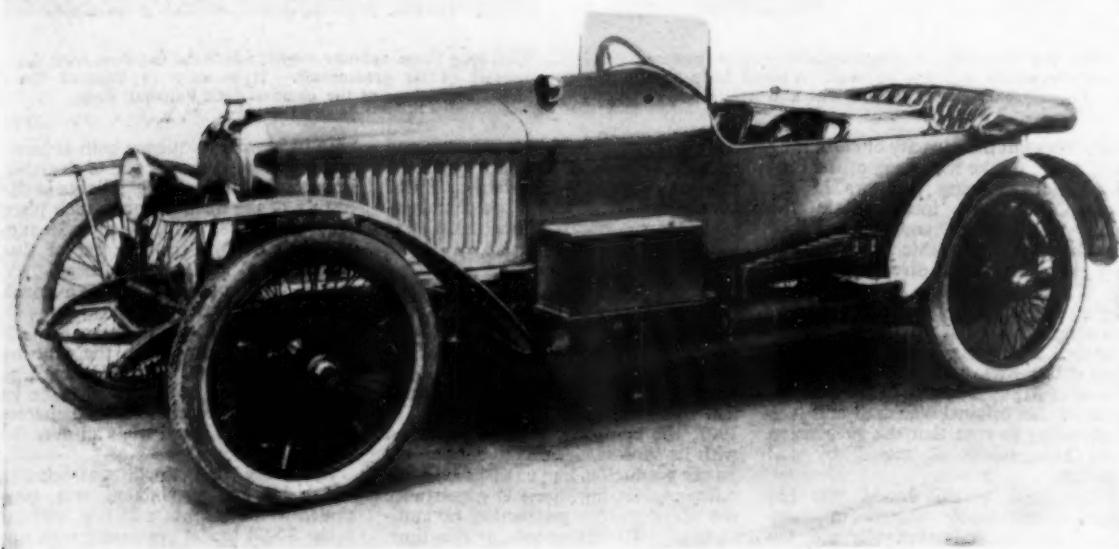
After the first world war—during which normal production was continued in the form of a 25 h.p. staff car—the 30-98 model continued with unabated success and cars of the Vauxhall *marque* scored no fewer than 75 wins,



The Vauxhall which won the 2,000-miles reliability trial organized by the R.A.C. in 1908. This car completed the entire course without a single involuntary stop.



One of the famous Prince Henry Vauxhalls which were named as a tribute to Vauxhall successes in European trials organized by Prince Henry of Prussia. These cars were easily recognized by the pointed nose.



A 30-98 Vauxhall tourer. It is interesting to note the reverse camber of the cantilever rear springs.

THE VAUXHALL

52 second places, and 35 third positions in sporting events all over the country during the years 1920-1923.

Although the public held these cars in high esteem, very few people could afford to own them because the prices ranged from £1,000 to almost £2,000. For this reason, the company withdrew from the sport in 1923 and concentrated on the production of less luxurious models, thereby catering for a wider public. New and more economical models appeared, and production figures in 1923 were doubled in comparison with the 600 vehicles marketed in the previous year.

American Influence

During 1927, General Motors Corporation of America began negotiations with the Vauxhall company as a move towards establishing manufacturing facilities in Great Britain. These negotiations culminated when General Motors acquired the ordinary share capital of Vauxhall Motors, Ltd., and this event marked the beginning of a period of meteoric development for the alliance.

In 1930, the first quantity-manufactured product of the new team was announced. It was the Vauxhall Cadet, a 17 h.p. car with a six-cylinder engine, which sold at £298. The following year saw the Cadet fitted with a synchromesh gear box, the first British quantity-produced model so equipped. Despite the depression of the early 'thirties, vehicle production at Luton exceeded 10,000 for the first time and seven more acres were added to the floor space of the factory. In 1933 Vauxhall again made car engineering history by producing the Light

STORY... continued

Six, which was the forerunner of quantity-produced British cars to fit independent front suspension.

Not content to rest on their already formidable laurels, Vauxhall engineers introduced the first all-steel integrally constructed body to the British motorist. It was fitted to the Vauxhall Ten of 1937, which became known as the "40 m.p.g." car. This model catered admirably for the average motorist and was generally considered to be "something better" for the modest price of £298. The introduction of this model cost over £1,000,000 in new plant and buildings, an expenditure which quickly justified itself. This marked a new Vauxhall policy of producing a family car of low horse power. So successful was this step that the large models with which the British public was then so familiar gradually disappeared.

The War Years

It is interesting to note that during 1938 more than 60,000 vehicles were produced. Over 20,000 were exported, and this high proportion was to prove significant after the war when the Government ordered that exports should have priority. Vauxhall car production stopped immediately war was declared and, instead, the company concentrated on the production of the legendary "Bedford three-tonner" which became the basis of every military stable. More than 250,000 trucks left the Vauxhall factory between 1939 and 1945, a formidable contribution to the war effort.

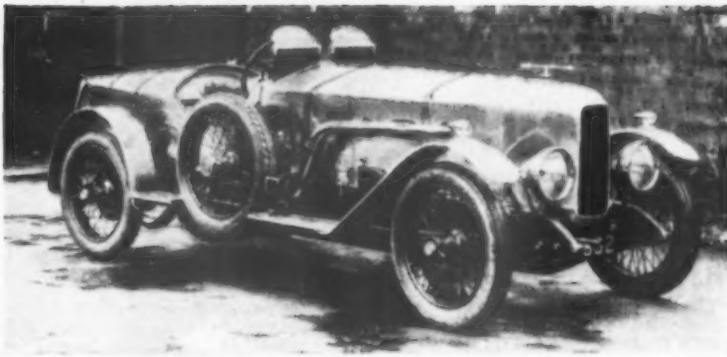
After the war, despite the universal difficulty of obtaining raw materials, 1939 car models were again marketed in large quantities, particularly in the export areas. Redesigned post-war models were introduced in 1948 and these, the L type Velox and Wyvern, were the first examples of the present policy of producing one body style with a choice of two engines of different capacities.

The most important recent event in Vauxhall history was the introduction of the E type Velox and Wyvern in August, 1951. Shortly afterwards was announced a new "square" engine for use in these cars, which paved the way to increased performance, longer engine life, and greater economy.

Post-war Expansion

In recent years the entire Vauxhall organization has been modernized and expanded. Site clearing began in 1947, and in 1950, at a cost of £11½ million, a completely new factory covering nearly twenty acres was in production alongside the existing plant.

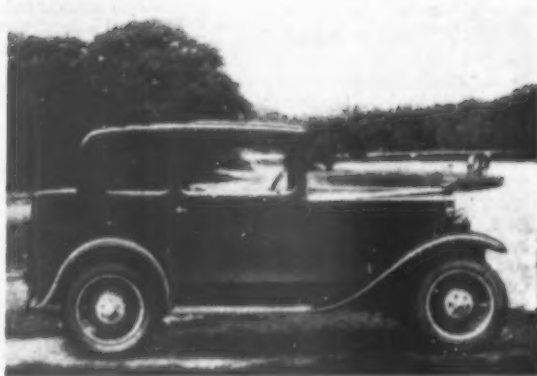
To produce an unbroken succession of cars gaining decided popularity over a period of fifty years is no mean achievement, and the Vauxhall company hopes to celebrate its Jubilee by exceeding a vehicle output figure of 100,000 during 1953.



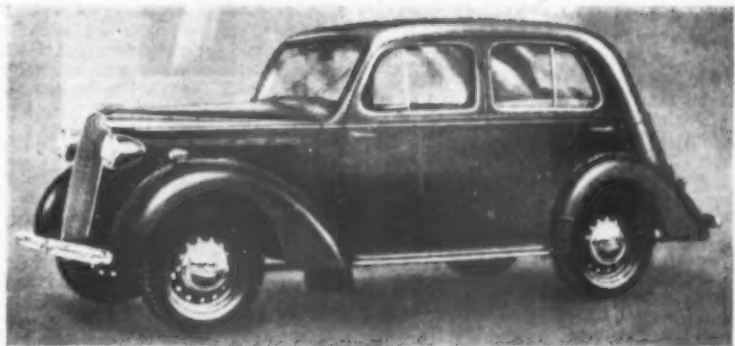
The famous 30-98 Silver Arrow racing car which scored several successes for the Vauxhall marque.



The 14-40 Vauxhall model which was introduced in 1923 at a price of £650. This model was available in several body styles and was very popular.



The Vauxhall Cadet four-light coupé, the Cadet series was the first model of this type to be fitted with a synchromesh gear box. A six-cylinder engine was fitted and the price was £298.



A 1938 Vauxhall Ten, a medium priced car with independent front suspension and integrally constructed all-steel body.

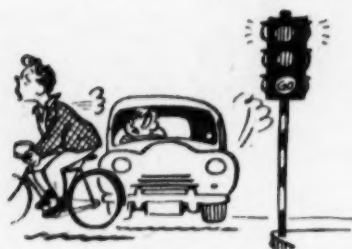
Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Wide Open Spaces

THANK goodness the Minister of Transport is well aware of the risks of putting traffic lights in remote spots, because any lessening of the respect which road users show for the red light at the moment might lead to some appalling accidents. I know one crossing in a Surrey village where I have more or less saved two cyclists' lives by blowing the horn before proceeding over a crossing that had traffic lights in my favour. One rode as if to go straight over the junction against the red light, but turned left at the sound of the horn and pulled up against the kerb; the other did a particularly dangerous and cunning trick



Straight over.

of which another reader has complained. He came from the turning to my left, ignoring the red light; but, well aware that riding straight out into the crossing might result in his early demise, he had crossed from the left-hand side of the road on which he was riding and made his intended right-hand turn by hugging the right-hand kerb. He was thus ready to go between me and the side of the road I was on, crossing over to the left after I had passed.

My horn caused him to stop against the kerb, right on the corner, and he thus became a sitting target for a few well-chosen words. I was so cross that, had there been a policeman in sight, I would have demanded some sort of action against him. If that can occur within the confines of a village one can imagine what can happen out in the wilds.

Incidentally, I have often wondered why there is such a gathering at that traffic-light controlled junction far up the Great North Road (the A64 crossing, I think). On a Sunday night a tremendous crowd congregates at this crossing, though not, I hope, in the ghoulis expectation of a real accident or two.

♦ ♦ ♦

Eyes Left

ONE of the more wandering main roads which I sometimes use has that picturesque hazard, a village green on which cricket is played.

Some passing motorists stop and park in the most haphazard manner, but others drive in the eyes right or eyes left position, and a toot of a horn is required to restore their attention to the road. This gentle spectacle is one of the middling types which are the most dangerous. Some slight thing like a funny-coloured duck requires a mere glance; a house on fire exacts a full stop for 100 per cent attention. But village cricket, it seems, must be looked at but is not quite worth stopping for.

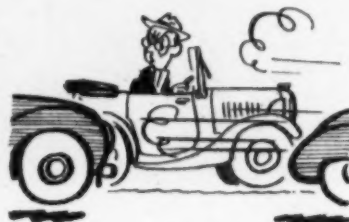
Parking a car on the edge of a cricket ground makes me nervous, for I suffer from a conviction that a lustily hit ball is going to break my windscreen or windows, but this phobia does not extend to my person. I can sleep quietly on the boundaries.

♦ ♦ ♦

Sunday Science

WHEN the Sunday papers decide to make a "probe" (a second-rate term borrowed in a shop-soiled condition from the American tabloids) there is no holding their scientific enthusiasm. Scientific, did I say? Under the heading (in capital letters) "The Killers," Scotland's *Sunday Post* calls the assignment of pairs of journalists to ride around in cars and snoop on other road users a "special investigation." It seems to have been intended to discover how many drivers exceed the speed limit, factual information on which, dear *Sunday Post* editor, can be obtained free of charge from the Road Research Laboratory, Harmondsworth, Middlesex. The conclusion that most impressed me came from the pair who toured the Great Western Road of Glasgow. "In 20 minutes," their report reads, "12 vehicles whizzed past our car. Most vanished from sight in a few moments."

We are entitled to put a scientific interpretation on this, in order to accord the *Sunday Post*'s "special investigation" the weight the paper obviously thinks it deserves. Thus "a few moments" ought, I think, to be not more than six seconds. "Vanished from sight," as used, does not, I feel, mean that they turned a corner immediately, or disappeared behind a bus, but that they disappeared round the next bend in the road or over the hori-



Scientific?

zon. Let us say, then, that they disappeared at an average of a quarter of a mile's distance away from the observers. In that case they covered a quarter of a mile in six seconds, which is a speed of 150 miles an hour.

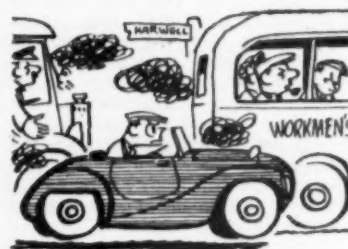
As a journalist who tries to be responsible, this sort of sensational piffle frankly nauseates me, which does not mean that I approve of speeding.

♦ ♦ ♦

Both Ways

HERE is an interesting fault on a Morris Minor, related by a reader in Johannesburg. He was using the Trafficators when the indicator bulb in the centre of the switch burned out. He continued to use the indicators until, at one point, he noticed that, no matter which arm was selected, both rose to the horizontal position. He removed the burned-out bulb and all was normal, and when a new bulb was inserted it remained normal.

♦ ♦ ♦



Purgatory.

Atomic

YOU should, I told my colleague, use A417. A40? Pshaw, as Wodehouse would say. I was, in fact, about to precede him along the road to Gloucester, and I therefore used A417, having left London via the Bath Road to Reading. The road becomes really useful when it leaves Streatley and strikes across the downlands of Berkshire, and I settled back in my seat for some real motoring as we took the first gradient over the hills. But I had reckoned without the clock, and without the existence of Harwell. It was 5.15 p.m. and the road was a purgatory of coaches, bearing the workmen home. It was not until I was well on the way to Cirencester from Faringdon that I shook off the last of the disreputable old coaches that nowadays take the British workman to and fro. In all, I must have overtaken twenty-five, so if you are going to use A417, watch the clock. My equanimity (and average) were, however, somewhat restored by the dead Roman straight from Cirencester to Birdlip, narrow as it is.

My colleague did not use A417; perhaps it was just as well.

NEW CARS DESCRIBED



Small external side lights are now mounted on top of the wings. Reflectors are placed in the position previously occupied by the side lamps.

60, 75 AND 90

THE NEW ROVER RANGE

FOR several years the Rover company has, in the production of cars, pursued a one-model policy by making a 2.1-litre six-cylinder model of high quality. The range has now been extended and three versions of what may be called a basic design are now offered—all at prices below that of the previous 75 model. They are known as the 60, 75 and 90, these figures being the power output developed by the engines, which vary in size from 2 to 2.6 litres. Both of the new models are basically similar to the 75 which, apart from some detail changes, remains unaltered. This being so, it may be asked why two other models should be introduced which have a total capacity difference of just over half a litre. There are several good reasons for this policy.

The large engine, the 90, has been incorporated to provide more power and better top gear performance, primarily to suit the requirements of overseas markets. On the other hand, to meet the needs of those who are mostly interested in miles per gallon, the other new model, known as the 60, fills the bill with its 2-litre four-cylinder engine.

Although there is very little difference in size on a c.c. basis between the 60 and the 75 engines, the four-cylinder version is tuned for economy, while the 75 provides the half-way house, as it were, for the motorist who prefers the smoothness of the six-cylinder engine and does not need the extra performance provided by the 90 power unit.

Basically, all three engines are similar in layout and it is not proposed to describe all three in detail but to concentrate on the 90 engine, and explain how it differs from the 75 unit from which it has been developed.

Only once in quite a long while is a designer able to start with a clean sheet

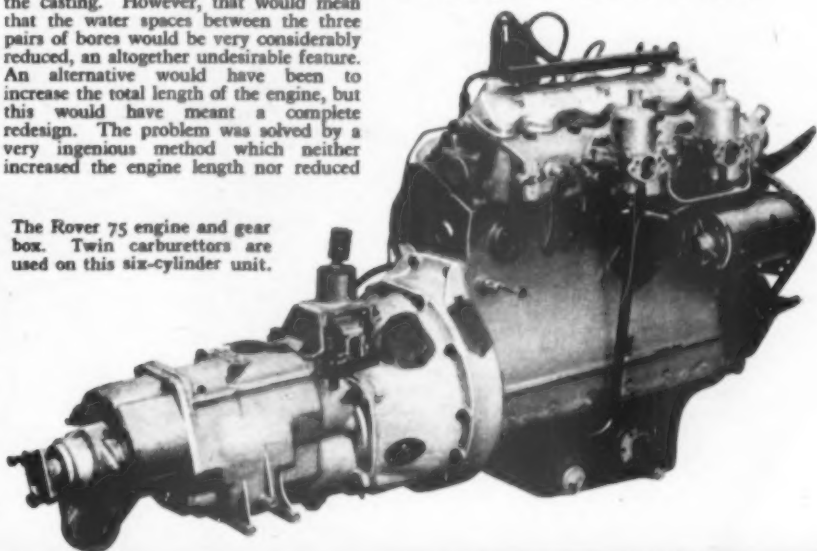
in front of him and create with unlimited freedom. In most instances, the modifications and development work that take place must be carried out with the very definite idea in mind that jigs and tools are very costly items and cannot be scrapped or replaced without considerably increasing the cost of the product or delaying production. It must also be remembered that the customer has to pay in the end.

With this in mind, the Rover designers have produced a new power unit of larger capacity than the 75 engine without the need of a complete redesign of the main components. Now, assuming that the stroke is to be unchanged, in order to increase the capacity by half a litre it is necessary to increase the cylinder bore diameter from 65.2 to 73.025 mm. This could have been done simply by thickening up the cylinder walls and boring out the casting. However, that would mean that the water spaces between the three pairs of bores would be very considerably reduced, an altogether undesirable feature. An alternative would have been to increase the total length of the engine, but this would have meant a complete redesign. The problem was solved by a very ingenious method which neither increased the engine length nor reduced

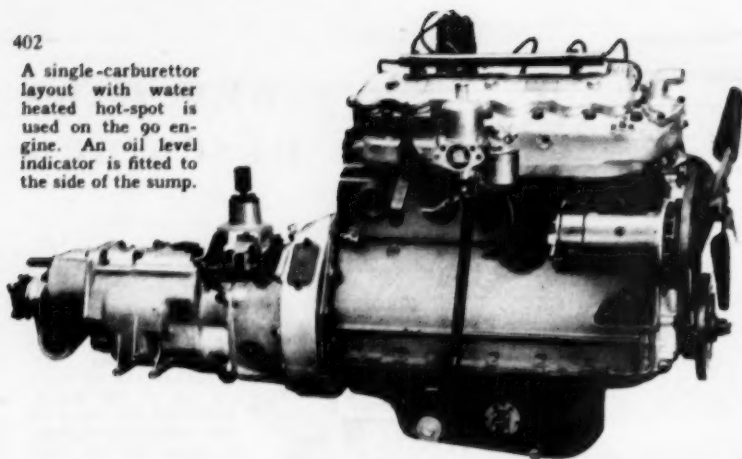
the minimum water space. Working from a given minimum water space between the pairs of cylinders and a given cylinder wall thickness, the distance between each pair of bore centres has been increased by an amount equal to the increase in bore diameter. This reduces slightly the water space between Nos. 2 and 3 and 4 and 5 cylinders, but this water space is very much greater than between the pairs of cylinders because of the intermediate bearing positions.

With the same crankshaft in use this would mean that the connecting rods would have to be offset if the original bearing length were to be obtained, and, although this arrangement would be possible, it is undesirable because of the resultant uneven bearing loading. An alternative was to use bearings of increased rating that would enable their effective length to be reduced. This was

The Rover 75 engine and gear box. Twin carburettors are used on this six-cylinder unit.



A single-carburettor layout with water heated hot-spot is used on the 90 engine. An oil level indicator is fitted to the side of the sump.



engines have crankshafts produced from En.110 with journals heat treated to give a Brinell hardness figure of 270-310. The bearings themselves are produced by a sintered process, with 60 per cent copper. They are also provided with a thin lead-tin overlay. The connecting rods are of conventional design split at 90 degrees to the longitudinal centre line, the two halves being held together by bolts locked with split pins. The main portion of the rod is of I section, the little-end bearing being bushed to take the fully floating gudgeon pin. The top of the little end bearing is drilled and countersunk to provide lubrication. The fully floating gudgeon pins are located in the piston by means of circlips. Light alloy pistons of a special

the solution adopted, and copper-lead bearings are being used for both main bearings and big-ends in place of the steel-backed white metal bearings fitted to the 75 engine.

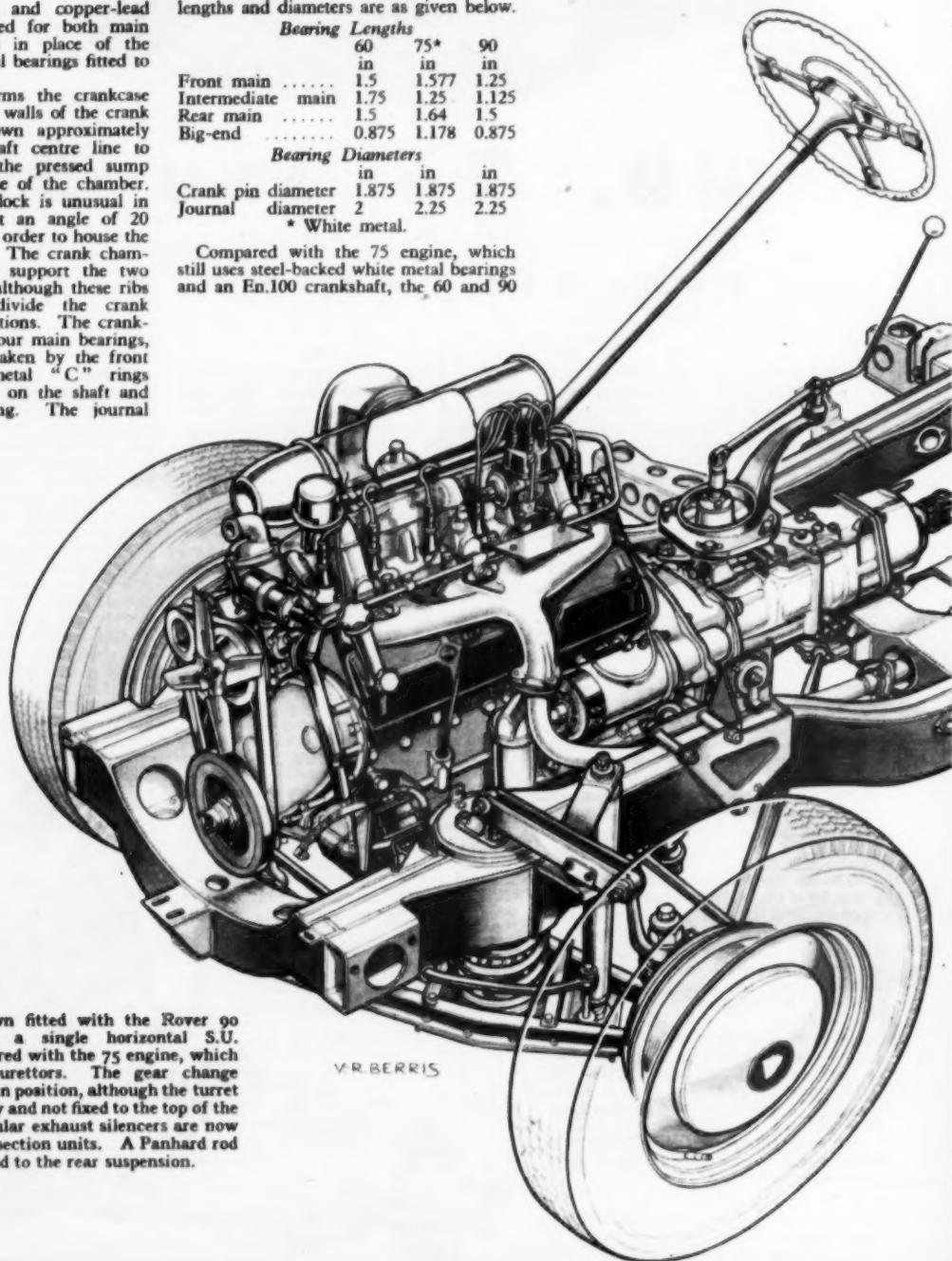
A single casting forms the crankcase and cylinder block, the walls of the crank chamber extending down approximately 2½ in past the crankshaft centre line to form a flat face for the pressed sump which encloses the base of the chamber. The top face of the block is unusual in that it is machined at an angle of 20 degrees to horizontal in order to house the combustion chambers. The crank chamber is well ribbed to support the two intermediate bearings, although these ribs do not completely divide the crank chamber into three portions. The crankshaft is supported by four main bearings, the end thrust being taken by the front bearing via white metal "C" rings placed between flanges on the shaft and the main block casting. The journal

lengths and diameters are as given below.

	Bearing Lengths		
	60	75*	90
	in	in	in
Front main	1.5	1.577	1.25
Intermediate main	1.75	1.25	1.125
Rear main	1.5	1.64	1.5
Big-end	0.875	1.178	0.875
	Bearing Diameters		
	in	in	in
Crank pin diameter	1.875	1.875	1.875
Journal diameter	2	2.25	2.25

* White metal.

Compared with the 75 engine, which still uses steel-backed white metal bearings and an En.100 crankshaft, the 60 and 90



This chassis is shown fitted with the Rover 90 engine, which has a single horizontal S.U. carburettor as compared with the 75 engine, which has twin S.U. carburettors. The gear change mechanism is shown in position, although the turret is attached to the body and not fixed to the top of the gear box. Twin circular exhaust silencers are now used in place of oval section units. A Panhard rod is no longer fitted to the rear suspension.

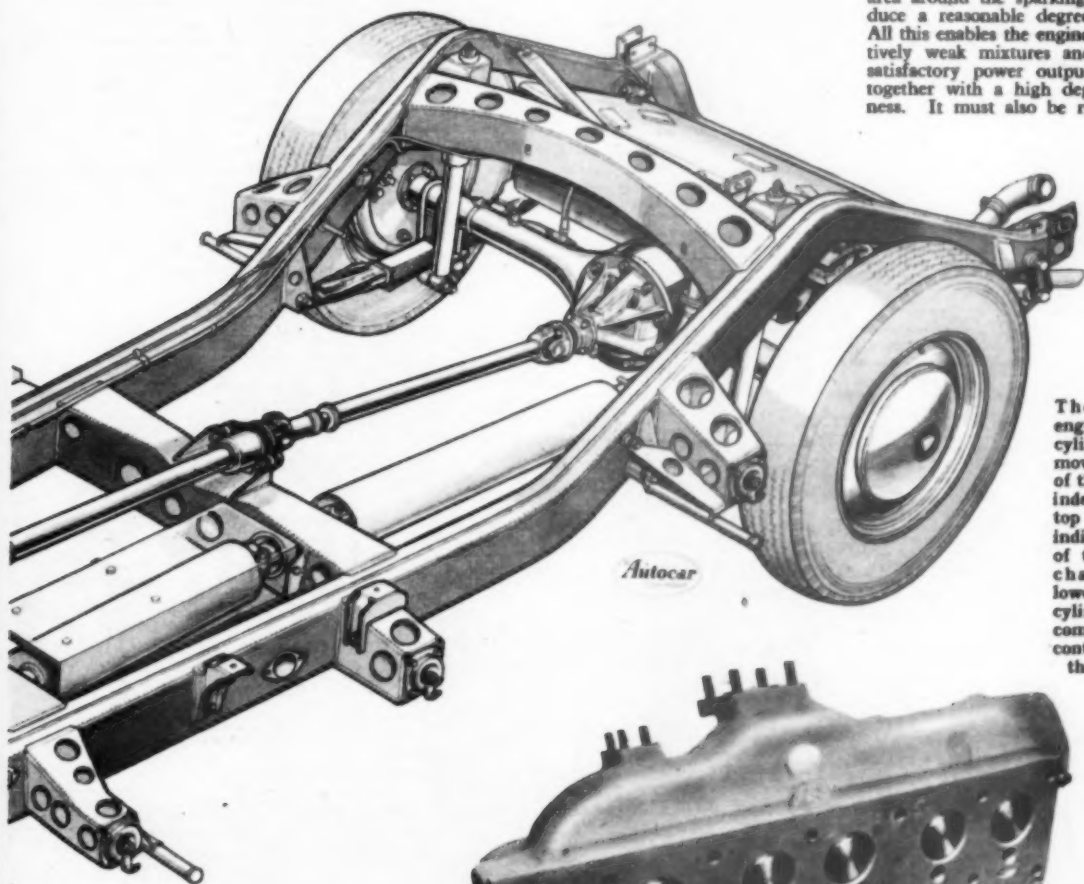
design with a shaped crown to provide the desired combustion chamber shape are fitted with four rings—two compression rings, which, for the 60 and 90 engine, are 0.070in wide, taper faced and chromium plated, and two scraper rings, the first being stepped and the second slotted. In the 75 engine the top 1½in of the bores are chromium plated, and consequently the piston rings are not plated.

The camshaft is also supported in four main Mazak bearings, the drive being via a Duplex chain with a spring-loaded and hydraulically damped ratchet tensioning mechanism. The crankshaft driving chain wheel is keyed in the usual way and held in place by means of the starter dog, which also clamps up the inner member

through a full-flow filter and back into a main gallery consisting of a pressed-in steel tube running the length of the engine (a by-pass filter is used on the 75 engine). This tube is cross-drilled to connect with the drillings in the main crankcase casting to feed the main journal and camshaft bearings. From the main bearings the lubricant passes through drillings in the crankshaft to lubricate the big-ends. In the 75 engine these are simple drillings so that the lubricant emerges at a point on the big-end farthest away from the crankshaft centre line. In the 60 and 90 engines these crankshaft drillings have been modified so that the lubricant is supplied at a point on the journal at 90 degrees to the line of crank throw. As well as providing more efficient lubrica-

tion (as the oil is not supplied at the point of maximum thrust on the rod, where there is a tendency for the flow to be impeded) this arrangement also provides centrifugal sludge traps which further protect the bearings, particularly during the early life of the engine. A conventional arrangement of hollow rocker shafts and cross drillings is used to lubricate the valve gear.

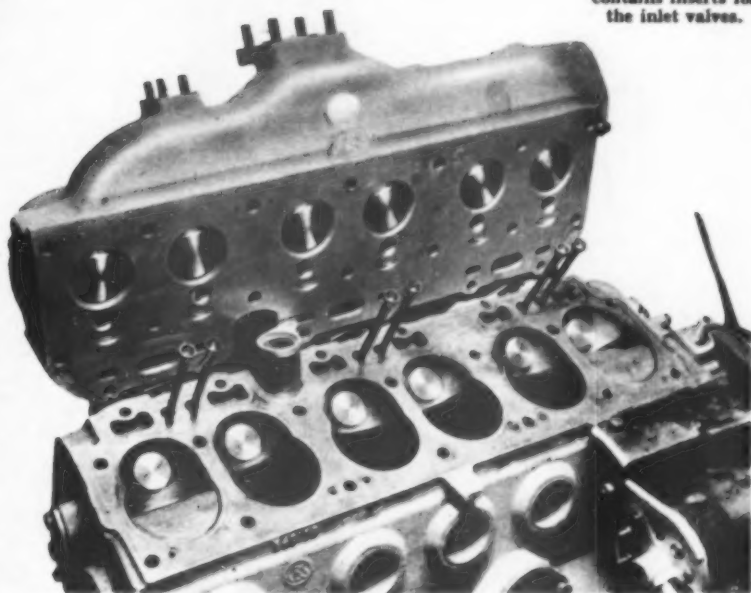
It has been previously mentioned that the cylinder head is machined at an angle of 20 degrees and that the combustion chamber is formed in the cylinder block. Briefly, the idea behind this layout is to provide very good cooling for the exhaust valves and ports, enable a large inlet valve to be used, provide a compact combustion chamber with the sparking plug placed as near to the centre of the chamber as possible, provide good scavenging for the area around the sparking plug, and produce a reasonable degree of turbulence. All this enables the engine to run on relatively weak mixtures and to produce a satisfactory power output at all speeds, together with a high degree of smoothness. It must also be remembered that



The Rover 90 engine with the cylinder head removed. The pistons of the two end cylinders, shown at top dead centre, indicate the shape of the combustion chambers. The lower face of the cylinder head is completely flat and contains inserts for the inlet valves.

of the combined crankshaft vibration damper and auxiliary drive belt pulley. A gear on the camshaft engages with a mating gear which drives a vertical shaft; the top end of this shaft drives the ignition distributor while the lower end operates the gear-type oil pump.

Lubricant from the output side of the pump is conveyed to the vertical gallery which surrounds the pump drive shaft. A large ball-type relief valve is fitted in this gallery and held in place by a spring-loaded plunger which can be adjusted by means of a screwed casing and locknut on the outside of the crankcase. From the vertical gallery the lubricant passes



60, 75 AND 90

continued

when this basic design was conceived the British taxation system did not encourage the use of a large diameter cylinder bore, a factor which enables large diameter valves to be incorporated in a cylinder head of more orthodox design. However, by placing the exhaust valve in the cylinder block it is possible to obtain large water passages without interfering with the porting and size of the inlet valve.

Seat inserts are provided for the overhead inlet valves, which operate in the light alloy head, and for the exhaust valves which operate in the block. Because of the relative positions of the valves, rocking cam followers are used in place of tappets and these operate the exhaust valves directly, while the inlet valves are operated by means of push rods and rockers, the bottom end of the push rod engaging with the cupped end of the rocking cam follower.

Valve Timing

Inlet opens	9 deg B.T.D.C.
and closes	45 deg A.B.D.C.
Exhaust valve opens	42 deg B.B.D.C.
and closes	16 deg A.T.D.C.

Coolant from the bottom of the radiator is drawn up into the pump which is

housed in the front of the cylinder block; from the pump, coolant is discharged into a tube running the length of the block and situated below the exhaust valves. The tube is cross-drilled so that jets of water are directed around the exhaust ports and from there the coolant passes up into the cylinder head, which is provided with baffle plates to direct the water around the sparking plug bosses and out at the front of the head on the opposite side.

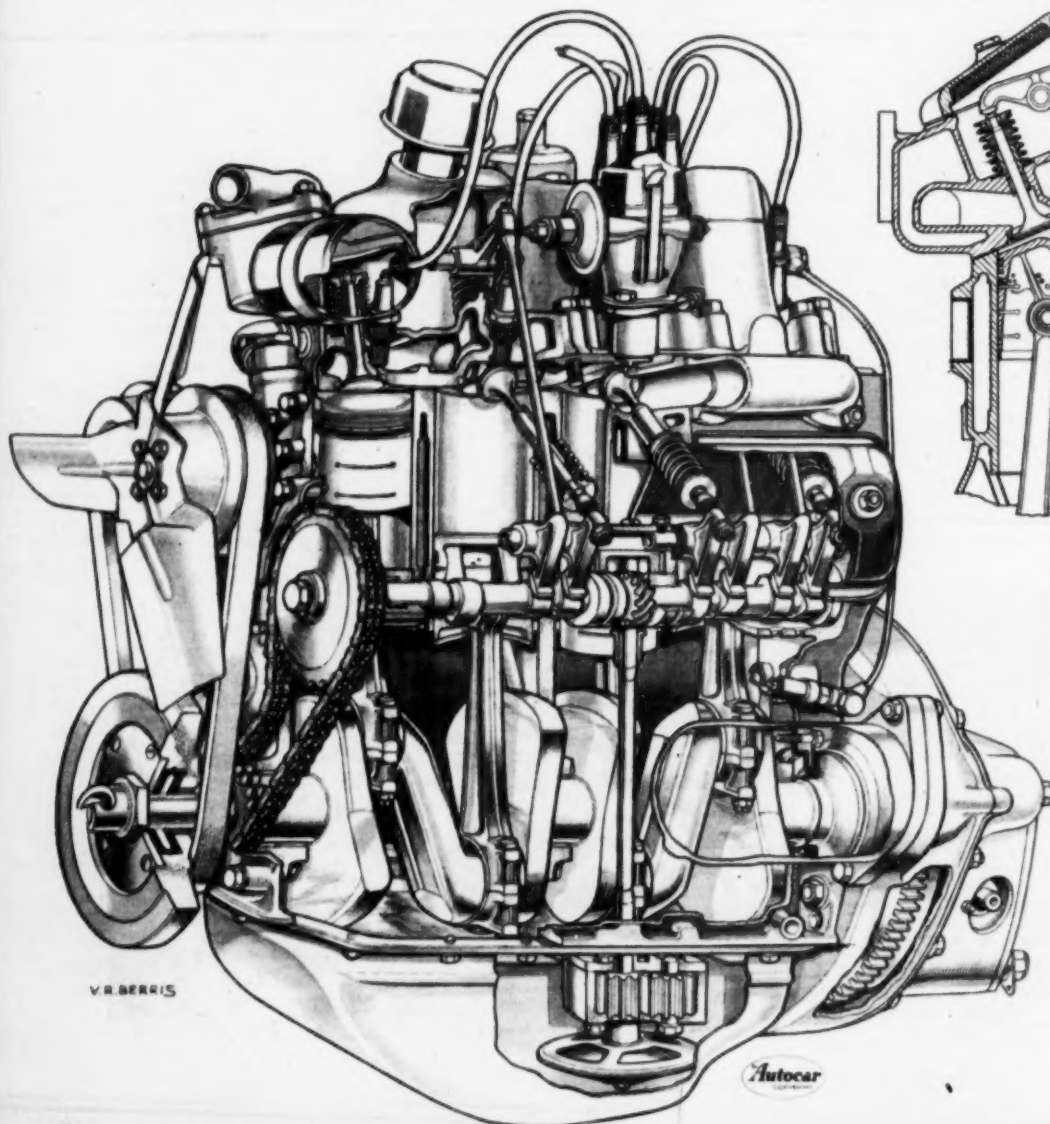
In the 90 engine, instead of passing straight out to the thermostat chamber, the coolant is directed to the back face of the carburettor inlet pipe (at a point equivalent to the bottom of the riser pipe on a downdraught carburettor layout). It then passes through a duct cast in the head and from there to the thermostat chamber. The thermostat is set to open at 75 deg C. and no cut-off is provided by the by-pass.

Because of the short overall length of the four-cylinder 60 engine, a cowl is fitted to the rear of the radiator, and to prevent heterodyning (rhythmic throb) a three-blade fan is used. On all three engines the starting handle must pass through the radiator, and consequently a small section in the centre of the film block is blanked

off in the case of the two smaller engines, but to provide improved cooling on the 90 engine, without increasing the overall dimensions of the radiator, a small tank surrounds the opening so that the tubes above the opening can assist the cooling.

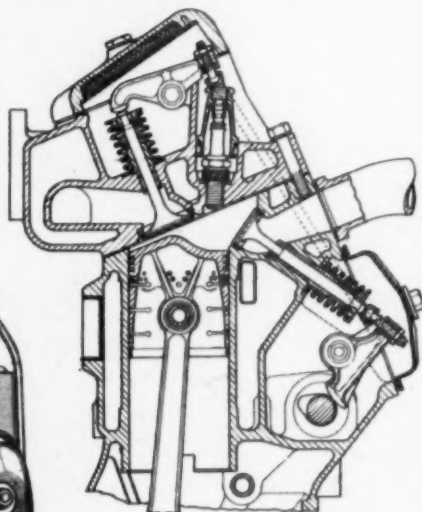
Power from the engine is transmitted via a 9in diameter dry single-plate clutch to the four-speed gear box. A feature of the Rover design is the complete elimination of bearings that require regular attention; with this in mind, a special design of ball-bearing clutch withdrawal mechanism is used whereby the ball race is lubricated directly from the gear box. Ball and roller bearings are used to support the mainshaft and layshaft, and all the constant mesh gears are of the single helical type. Synchromesh is provided on top, third and second gears (on previous models it was provided on top and third speeds only), a conventional arrangement of sliding gears being used for first and reverse. The well-known Rover feature of a free wheel is also built on to the rear of the gear box and is operated by a control in the driving compartment.

Unless special precautions were taken it would be impossible to reverse the car without first operating the free wheel con-



V. BERRIS

Autocar



The Rover 60 engine in detail, a four-cylinder of similar design to that of the larger six-cylinder engines.



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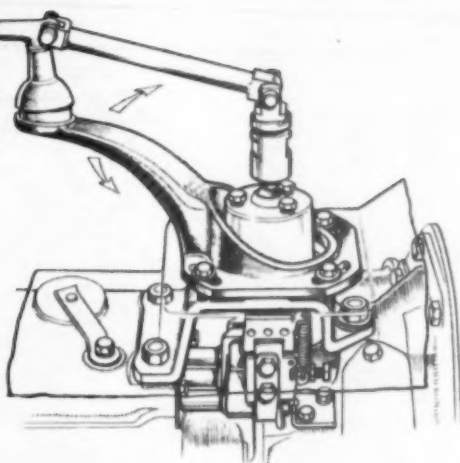
Specially built to cut running costs. Tough, sturdy and long lasting. Sets a new high standard in car-tyre economy.

60, 75

AND 90....

....continued

Details of the new gear change mechanism; the turret is mounted on four bolts, slotted holes permitting its rotation to alter the position of the gear lever.

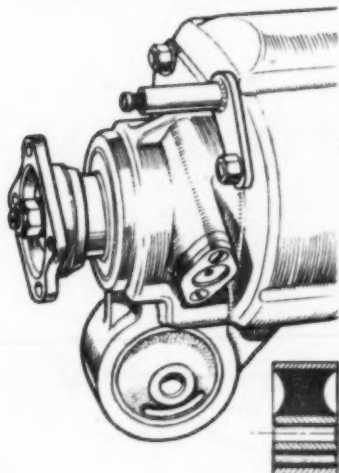


trol, and to overcome this disadvantage the hollow shaft which operates the free wheel locking device projects into a counter-bored portion of the reverse gear selector shaft. This shaft is also hollow and contains a long helical spring with an abutment at the front; therefore, as the selector shaft is moved, the spring is compressed and the resulting load moves the free wheel locking shaft, which in turn locks up the free wheel. By using a spring, the mechanism is not overloaded if the splines are not in line at the moment of engagement. In a similar way, a spring is also incorporated in the withdrawal mechanism so that this will not be overloaded if the hand control is moved from the fixed to the free position while torque is being transmitted through the splines.

Perhaps the most noticeable feature of the gear box, is the method of control, for in place of a steering column gear change mechanism, a central gear lever is now fitted. One of the reasons for the adoption of a steering column gear control is to allow three-abreast seating in front, which is difficult if a central remote control gear change is fitted. A special mechanism has been developed to make it still possible to use a bench-type front seat and on occasions carry a third passenger. It is also possible to adjust the position of the gear lever to suit the driver's requirements, as the housing holding the mechanism can be rotated, giving a sideways movement of about 7in at the gear lever knob.

The drive from the gear box is via a

The rear end of the power unit is now supported on a single rubber mounting.



two-piece propeller-shaft to the spiral bevel rear axle, which is supported by the rear leaf springs.

Very few modifications have been made to the chassis frame, the most important change being to the cross-member which supports the rear end of the power unit. Originally, a four-point mounting system was used, but the new models have a single mounting point at the rear so that the complete power unit is now supported at three points. The chassis frame itself is of straightforward welded construction.

Much work has been done to reduce the general noise level in the car, as regards both engine noise and sound excited by road irregularities. To prevent vibrations and the transmission of noise through the frame itself a number of Stillite blocks are placed inside the box section side-members close to the engine mounting and body attachment points.

Front Suspension Details

The car's front suspension remains virtually unchanged, and here again the suspension pivot points are all rubber mounted to prevent transmission of noise and minor vibrations, and eliminate greasing points. The suspension comprises an upper and lower link to guide the wheel movement, together with a strut jointed to the outer end of the lower link at the front, and attached by means of a ball joint to the second frame cross-member. An important point about this suspension is that the projected centre lines of both the upper and lower link bearings all pass through the centre line of the ball joint attached to the rear end of the strut. This means that all the movement on the rubber bushes used for the front suspension is pure torsion.

The steering linkage incorporates a three-piece track rod located behind the front axle centre line. A conventional arrangement is used, with a recirculating ball steering box and slave lever on the opposite side. All the steering ball joints are of special Rover design, packed with lubricant and sealed, so that they will operate satisfactorily without attention for the life of the car. In a similar way, the king pins are sealed to prevent the escape of lubricant, the weight of the front of the car being supported on ball thrust races, the whole unit being lubricated from a reservoir which requires attention at intervals of 10,000 miles. Girling hydraulically operated brakes are fitted to all wheels with a two-leading shoe arrangement for the front drums. The hand brake lever,

operating mechanically, is now placed between seat and door on the driver's side.

Very few modifications have been made to the body, which is of pressed steel construction for the main structure, with light alloy doors and bonnet. External side lamps are now attached to the top of the front wings, and the space previously occupied by the built-in side lamps now contains reflectors.

The present Rover range of three cars enables the buyer to choose a vehicle which will give him either more performance or greater fuel economy compared with the previous single basic model, and the great attention that has been paid to the reduction of routine maintenance will do much to prolong the life of these fine cars.

SPECIFICATION

60
Engine.—4 cyl., 77.8 x 105 mm (1,977 c.c.). Compression ratio 6.73 to 1. 60 b.h.p. at 4,000 r.p.m. Maximum torque 101 lb ft at 2,000 r.p.m. Three-bearing crankshaft. Inverted hemispherical combustion chambers. Side camshaft operating overhead inlet and side exhaust valves.

75
Engine.—6 cyl., 65.2 x 105 mm (2,103 c.c.). Compression ratio 7.25 to 1. 75 b.h.p. at 4,200 r.p.m. Maximum torque 130 lb ft at 2,500 r.p.m. Four-bearing crankshaft. Inverted hemispherical combustion chambers. Side camshaft operating overhead inlet and side exhaust valves.

90
Engine.—6 cyl., 73.025 x 105 mm (2,638 c.c.). Compression ratio 6.73 to 1. 90 b.h.p. at 4,500 r.p.m. Maximum torque 130 lb ft at 1,500 r.p.m. Four-bearing crankshaft. Inverted hemispherical combustion chambers. Side camshaft operating overhead inlet and side exhaust valves.

Clutch.—9in diameter dry single plate with ball bearing withdrawal mechanism.

Gear Box.—Overall ratios: Top, 4.3; third, 5.923; second, 8.785; first, 14.506 to 1; reverse, 12.765 to 1. Synchromesh on top, third and second gears. Free wheel.

Final Drive.—Spiral bevel, ratio 4.3 to 1 (10:43) and two-pinion differential. 90 model only: optional ratio 3.9 to 1 (10:39).

Suspension.—Front: Independent by coil springs and link mechanism. Telescopic dampers.

Rear: Half-elliptic springs and telescopic dampers.

Suspension rate at the wheel: (lb per in).

	60	75	90
Front	100	100	100
Rear	105	80-140*	80-140*

* Variable rate.

Static Deflection: (in fully laden condition).

	60	75	90
Front	9.1in	9.9in	9.9in
Rear	8.6in	6.5in	6.5in

Brakes.—Girling two-leading shoe front, leading and trailing rear. Drums 11in diameter; 2½in wide front and rear. Total lining area 180½ sq in; 92½ sq in front.

Steering.—Recirculating ball steering gear and three-piece track rod.

Wheels and Tyres.—Tyres: 6.00 - 15in; 15 - 4½in wide-base rims; 5-stud steel disc wheels.

Electrical Equipment.—12 volt; 51 ampere battery. Double dip 42-36 watt bulbs.

Fuel System.—11½ Imperial gallons (including 1½ gallons reserve). Oil sump: 15 pints.

Main Dimensions.—Wheelbase: 9ft 3in. Track, front, 4ft 4in; rear, 4ft 3½in. Overall length, 14ft 10½in. Height, 5ft 3½in. Width, 5ft 5½in. Ground clearance, 7½in. Frontal area, 22.6 sq ft. Turning circle, 37ft. Weight (in running trim with five gallons of fuel):—

	60	75	90
3,040 lb	3,180 lb	3,180 lb	

Weight distribution, front, per cent:—

	60	75	90
54	56	56	

Price.—60: Basic, £820, British purchase tax, £342 15s 10d, Total £1,162 15s 10d. 75: £895; £374 0s 10d; £1,269 0s 10d. 90: £915; £382 7s 6d; £1,297 7s 6d.

NEW CARS DESCRIBED

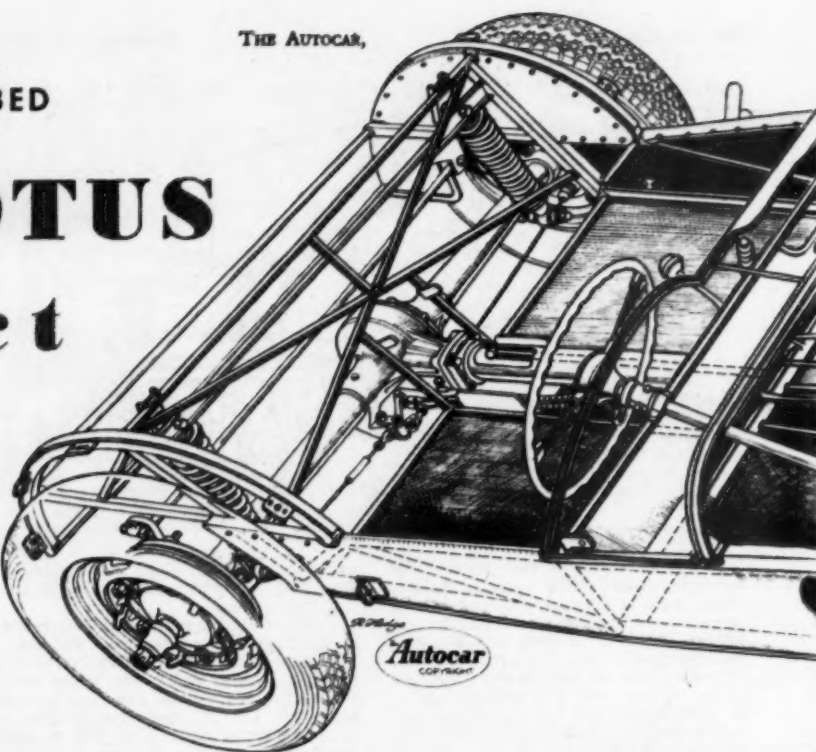
The LOTUS Project

A SUCCESSFUL SMALL
SPORTS CAR AVAILABLE
FOR HOME CONSTRUCTION

SPECTATORS at sports car race meetings in recent months have by now become familiar with the appearance of several examples of a small, racy-looking sports car which has had a good deal of success in this type of event. This car is the Lotus, the product of the Lotus Engineering Company, Ltd., of North London, and the brainchild of Mr. A. C. B. Chapman, who has himself competed with one on many occasions.

The intention of the constructors is to enable any enthusiast to build for himself a replica of the original Lotus with the minimum of difficulty and expense. With this in mind, all the separate elements are obtainable piece by piece; the actual assembly is a simple process needing little specialized knowledge or equipment, but the way is open for the more skilled purchaser to reduce the cost still further by constructing or modifying some of the necessary components himself should he so desire.

The basic structure comprises the chassis frame, complete with all attachment points for the axles and suspension components, the engine and gear box. Many of these parts are of Ford manufacture, while the engine most usually em-



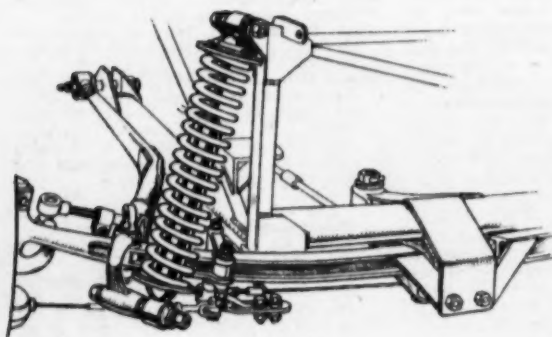
ployed is the well-tried Ford Ten unit; the Eight, the Consul, and M.G. TC and TD units can, however, be catered for if desired. The frame structure is of multi-tube construction, braced and strengthened by flat light-alloy panels riveted to the main tubes. The lower tubes are 1½ in dia. by 18 s.w.g., while for the upper ones both 1 in square and 1 in round material, of the same thickness, is employed. The total weight of this structure is 63 lb. For bodywork, suitable light-alloy components comprising cowl, bonnet top and sides, all wings, tunnel, locker and so on, can be constructed to order by the firm of Williams and Pritchard, which has developed a special technique for this car.

It is then up to the customer to obtain, either new or second-hand, the engine and gear box unit of his choice and a set of Ford Eight or Ten front and rear axle assemblies. The Lotus concern will

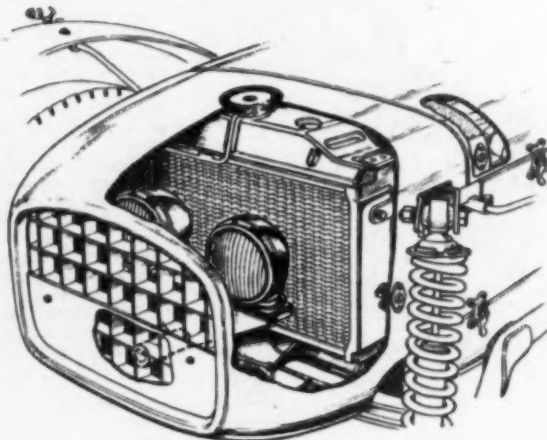
undertake the necessary modifications to the front axle beam, radius arms, track rod, torque tube and propeller-shaft, if desired, these being outside the scope of the majority of home constructors. The axle beam is divided in the centre, lugs being welded to the halves for attachment to the frame; the pivot point is deliberately kept low to reduce the height of the roll centre of the resulting swing-axle i.f.s. The track rod is also divided, the halves being attached to a bell crank back from which the drag link runs at an angle to the special steering box. The torque tube and propeller-shaft are shortened to a suitable length.

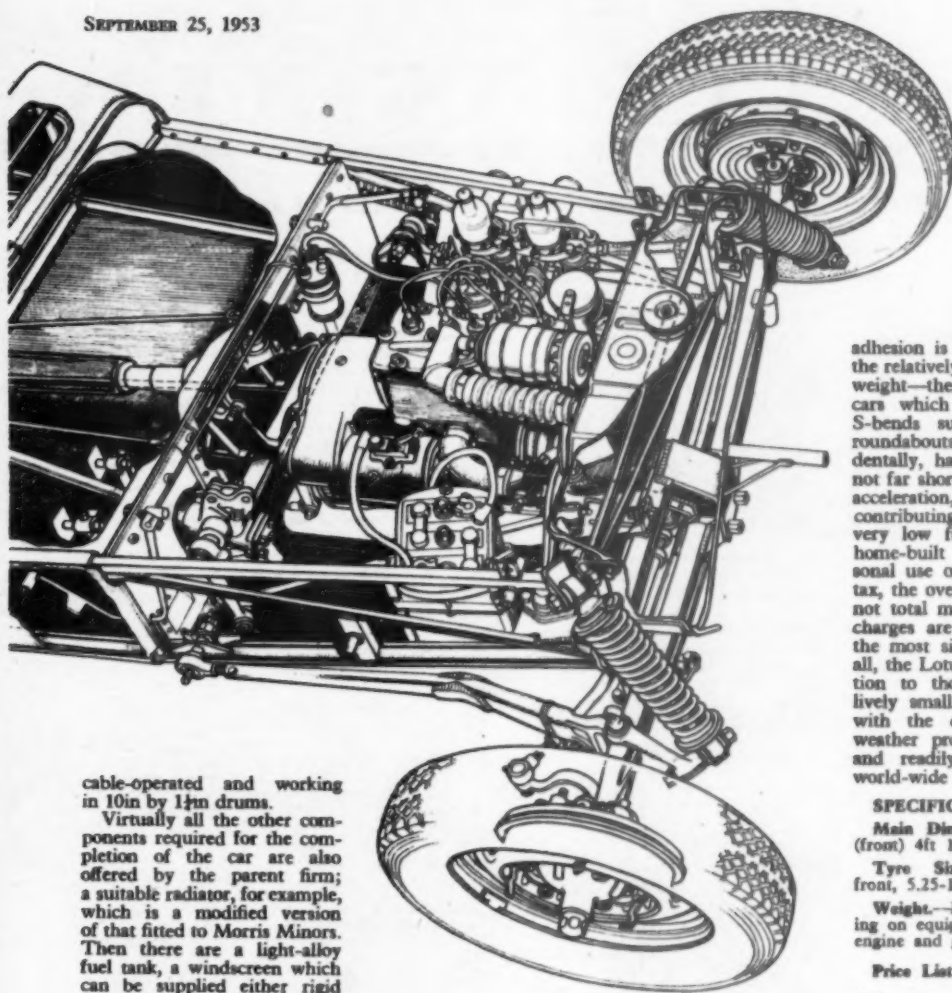
The Ford rear axle is used otherwise unaltered; but the suspension medium at both front and rear is by coil springs built up as units on to Woodhead-Monroe telescopic dampers. The rear axle is located laterally by a Panhard rod. The brakes are standard Ford-Girling components,

Front suspension details: the existing spring lugs are used to attach the combined coil spring and damper unit to the divided axle beam. The cable-operated and compensated brake mechanism is also visible.



The front cowl, and all the body panels with the exception of the bonnet top and sides, are attached to the framework by quick-release Drus fasteners. Two small-diameter head lamps may be mounted as shown.





cable-operated and working in 10in by 1½in drums.

Virtually all the other components required for the completion of the car are also offered by the parent firm; a suitable radiator, for example, which is a modified version of that fitted to Morris Minors. Then there are a light-alloy fuel tank, a windscreen which can be supplied either rigid or fold-flat, a complete upholstery and trimming kit (using Dunlopillo cushion and squab interiors, covered in real hide), a hood complete with frame, a tonneau cover, and so on. The complete pedal assembly, hand brake lever, ratchet and cable, remote-control gear change (of a simple and well-tried pattern)—all the parts can be supplied.

Alternative Schemes

The degree of tune applied to whichever power unit is employed, is, naturally, left entirely to the customer; there are, of course, many specialist firms who will undertake any modifications of this type which may be desired. Similarly, close-ratio gears for the gear box, and higher final drive ratios than standard, are on the market from different sources. Should any purchaser be interested in serious competitions with a lot of power available, he would probably be interested in an alternative specification offered by the Lotus firm and including such items as cast-Elektron wheels with integral brake drums, two-leading-shoe Lockheed brakes, and a special rear axle capable of transmitting much more power and with alternative ratios. These items, however, naturally increase the cost considerably.

Since production commenced in January of this year, orders have come steadily in, and the number of frames supplied is now well into the second dozen. As the question of power unit and degree

of tune is so much a matter of individual choice, no performance figures can usefully be quoted; but a run by a member of *The Autocar* staff in Colin Chapman's own car (which has a Ford Ten engine with a raised compression and two S.U. carburettors, among other modifications) showed that the handling qualities of the car are of a very high order indeed. There is no oversteering tendency, the car being extremely well balanced, but if pressed to the limit the rear end will break away first; the car refuses to roll, and the wheel

The complete car shows clean lines and extremely low build; yet there is ample room inside for driver and passenger, however tall.



This skeleton view of a completed Lotus car (fitted, in this instance, with a modified Ford Ten power unit) shows the simplicity of the basic design. The multi-tube frame structure is rendered extremely stiff by the judicious use of flat riveted panels.

adhesion is quite outstanding in view of the relatively high proportion of unsprung weight—there can, in fact, be few, if any, cars which are quicker through sharp S-bends such as are encountered on roundabouts. This particular car, incidentally, has a genuine maximum speed not far short of 90 m.p.h. with very lively acceleration, the dry weight of 8½ cwt contributing largely both to this and to a very low fuel consumption. As a car home-built from components for personal use only is not liable to purchase tax, the overall cost is also low; it should not total more than £400 even if labour charges are incurred for everything but the most simple assembly work. All in all, the Lotus is a very attractive proposition to those desirous of possessing a lively small sports car at low cost, but with the desirable attributes of good weather protection, simplicity, reliability and readily available spares from the world-wide Ford organization.

SPECIFICATION AND PRICE LIST

Main Dimensions.—Wheelbase 7ft, track (front) 4ft 1in; (rear) 3ft 9in.

Tyre Sizes.—(recommended) 4.50-15in front, 5.25-15in rear.

Weight.—Dry weight 8½-9 cwt, depending on equipment, with Ford Eight or Ten engine and gear box.

Price List.

	£	s	d
Basic frame structure	110	0	0
Conversion charge for front suspension components	15	10	0
Coil spring suspension and damper units (4) each	5	0	0
Steering column and box, with mounting strap	7	17	6
Foot and hand brake assemblies, with cables and conversion charge for front mechanism ..	12	4	6
Conversion charge for torque tube and propeller-shaft	6	0	0

Manufacturers.—The Lotus Engineering Company, Ltd., 7, Tottenham Lane, Hornsey, London, N.8.

Cost of body to original design: approximately £60 plus £15 for materials.

AN EXCITING NEW

THE 404. A HIGH PERFORMANCE SHORT WHEELBASE COUPÉ

IN May this year the Bristol Aeroplane Company announced the Bristol 403, a car of much improved detail design, although basically similar in general conception and appearance to the 401 model. This latter model was designed to provide high-speed, luxury transport for up to four persons at low fuel cost. A new model has now been introduced, known as the 404; it does not supersede the 403 but is complementary to it, as a limited production model of very high performance—a very smart, streamlined, closed two-seater car, popularly known in prototype form at Bristol as "The Business Man's Express."

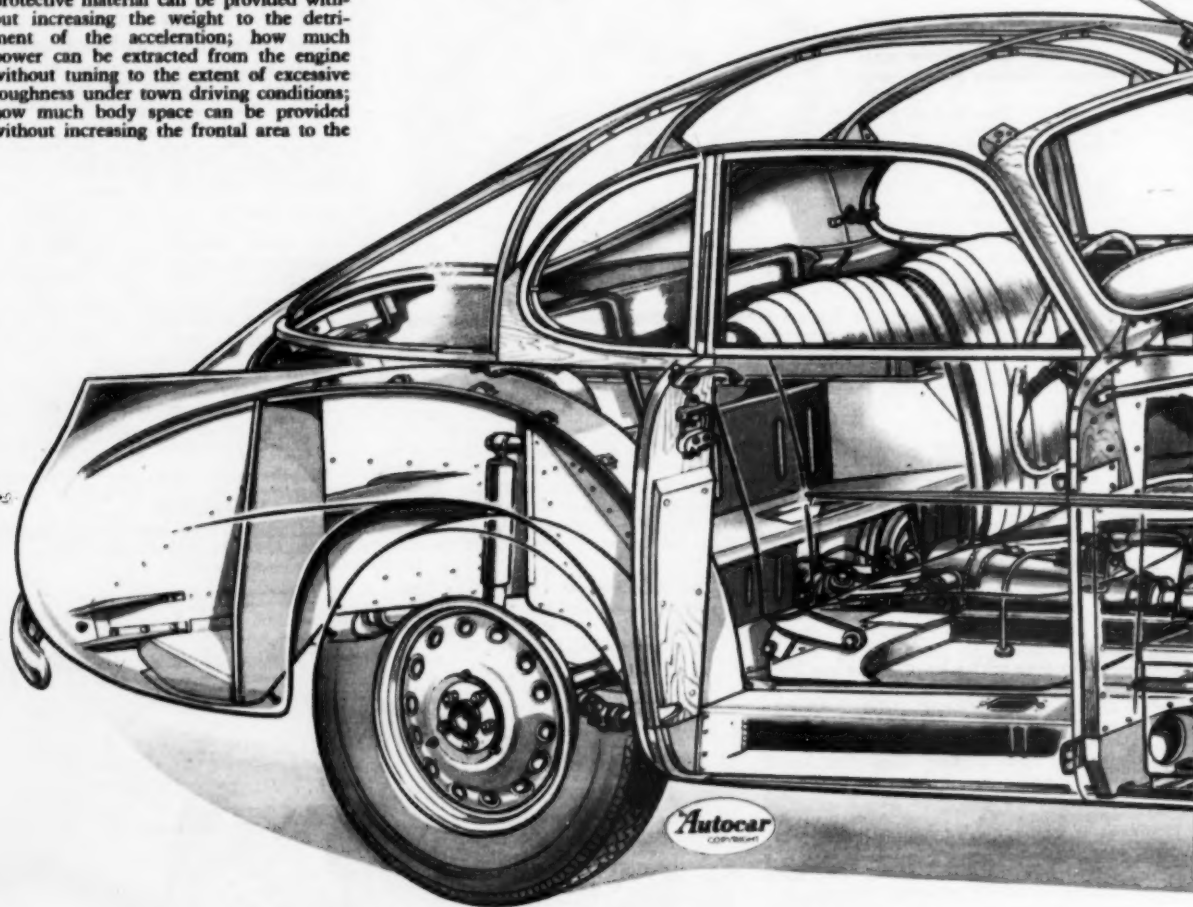
It is the aim of the Bristol company's designers to provide a car that is not just good in one particular feature, but rather a vehicle that combines as many of the best features as it is possible to build into one unit. This policy results in an expensive product, and the result is also very much of what may be called a technical compromise. For example, it is necessary to decide just how much insulating and protective material can be provided without increasing the weight to the detriment of the acceleration; how much power can be extracted from the engine without tuning to the extent of excessive roughness under town driving conditions; how much body space can be provided without increasing the frontal area to the

detriment of maximum speed and fuel consumption. All these and many other problems do not arise if one is building a car where everything is sacrificed in order to produce the ultimate in one feature such as maximum speed or fuel consumption. Bristol cars combine as many of these desirable features as possible without sacrificing to any marked degree any one feature in the process.

The general arrangement of the six-cylinder 2-litre engine as in the 403 (*The Autocar*, May 15) remains unchanged except that the compression ratio is 8.5 to 1 as compared with 7.5 to 1 in the 403 model, with the result that the engine used for the latest introduction develops 105 b.h.p. at 5,000 r.p.m. An alternative engine can also be supplied with a sports camshaft with increased overlap, giving the valve timing shown in the diagram on page 411, but still with a compression ratio of 8.5 to 1, and 125 b.h.p. at 5,500 r.p.m. is then developed. Other minor modifications include lowering the intake

silencer and air cleaner, and using a cast six-branch exhaust manifold with a single pipe in place of the two three-branch manifolds fitted to the 403. A 2in diameter exhaust pipe is used, silenced by two Burgess silencers in tandem.

A single casting forms the cylinder block and crankcase. It extends down as far as the crankshaft centre line, the bottom of the crank chamber being enclosed by a deep sump. Brividium (high nickel content) dry liners are fitted to the bores. The four-bearing crankshaft has bolted-on balance weights and a torsional vibration damper at the front end. All crankshaft journals are nitrite hardened and are supported in steel-backed copper



The neat, compact layout and general structural members of the body frame are apparent. The battery, together with other electrical equipment, is mounted in a compartment in the right-hand front wing.

BRISTOL

ADDED TO THE RANGE

lead bearings. The light alloy cylinder head has hemispherical combustion chambers with large overhead valves inclined at 80 degrees, inserts being used for the valve seats. A single side camshaft operates both inlet and exhaust valves, the inlet valves directly by means of push rods and rockers, and the exhaust valves via an additional set of horizontal push rods and bell crank rocker levers.

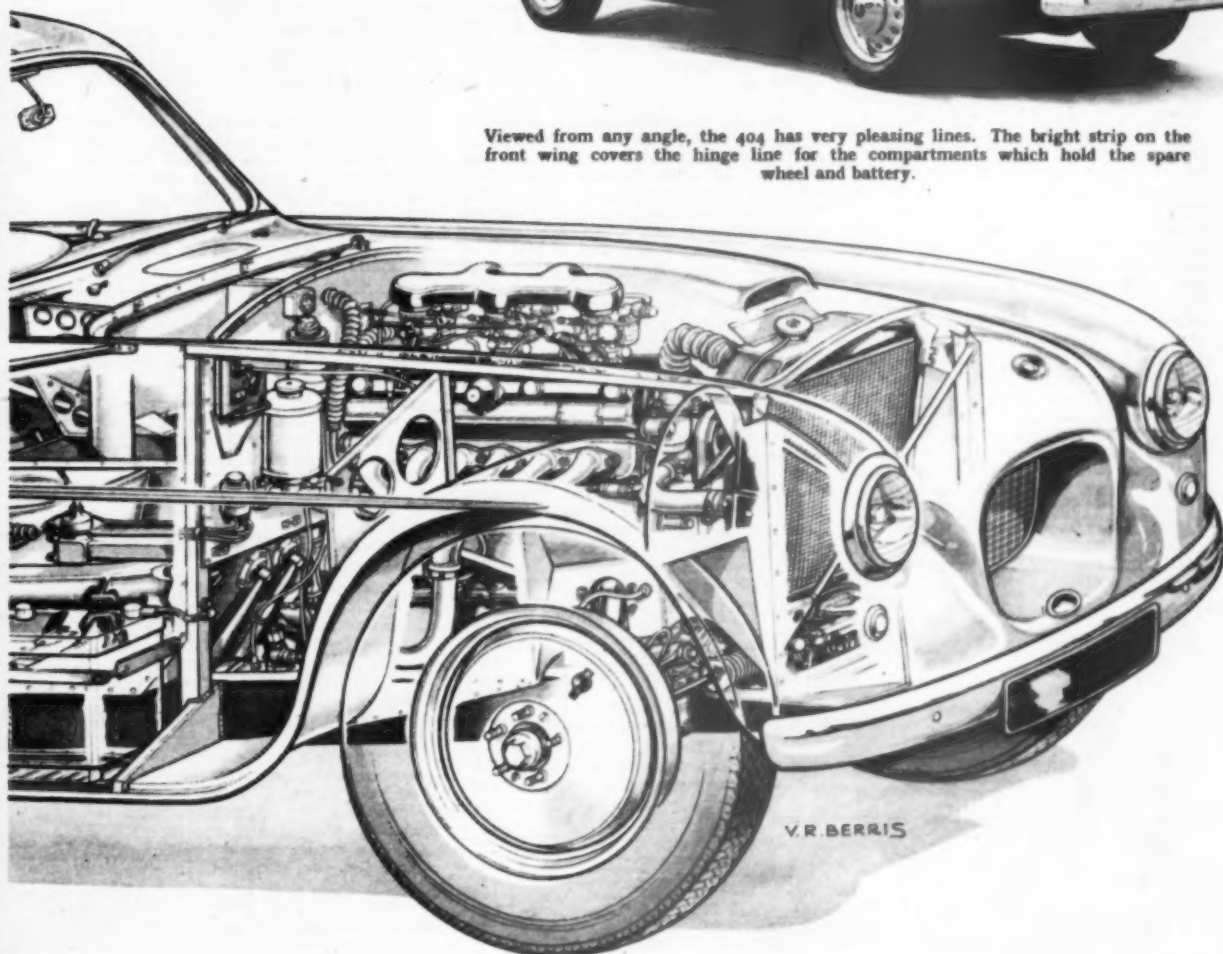
No change has been made to either the gear box or the final drive ratios. However, an improved type of clutch is used and a central remote control lever is fitted to the gear box. The gear box is of straightforward design, but owing to the use of ball and roller races to support the shafts it has been necessary to split the casing in the vertical plane. Centre bearings are fitted to both the main shaft and the layshaft, a ball and roller race being used respectively. A conventional arrangement of synchromesh is provided for second, third and top gears, while a free-wheel arrangement is provided on

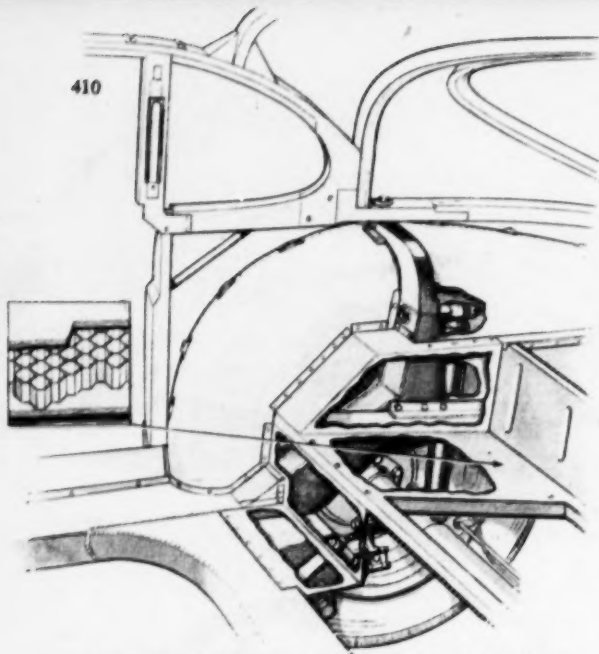


The new Bristol coupé has a body style that is not only aerodynamically efficient, but also particularly beautiful. Small tail fins accentuate the rear wings.

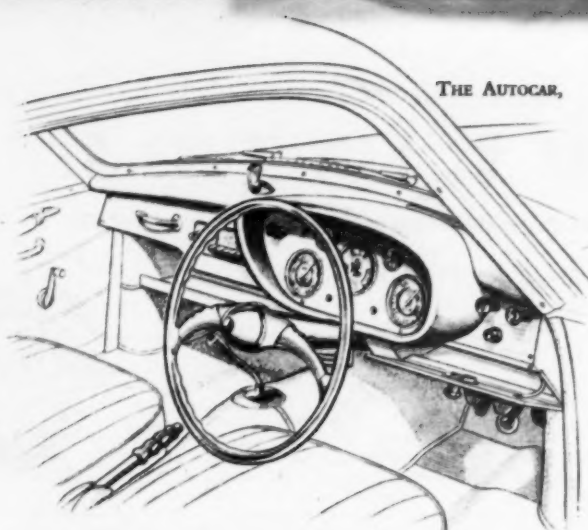


Viewed from any angle, the 404 has very pleasing lines. The bright strip on the front wing covers the hinge line for the compartments which hold the spare wheel and battery.





A strong and light construction is obtained by using a composite structure of steel, wood and light alloy for the body frame. The rear spring damper is also seen.



All the instruments are neatly grouped in a cowed panel in front of the driver. There is a grab rail on the passenger side, and both the hand brake control and the gear lever are conveniently placed.

AN EXCITING NEW BRISTOL . . . continued

first gear. To cater for variations in the propeller-shaft position because of spring deflection, the main shaft extension is splined and slides in an internally splined ring attached to the rear end of the main-shaft at the front end of the gear box rear extension, as distinct from the once more conventional arrangement where the sliding mechanism is fitted at the rear end of the gear box extension. In place of the central gear change lever working directly in the gear box top casing, a centrally mounted remote control lever is used on the 404, which provides a short robust control, conveniently placed.

Detail changes have been made to the suspension and brakes; for example, the spring rates have been modified to suit the difference in loading and general weight distribution; the dimensions of the front brake drums have been increased from 11in by 1½in to 12in by 2½in. Alfin brake drums are used, and these are specially designed to provide a large surface area to dissipate heat as well as provide the necessary clearance between brake drum and front wheel. A conventional arrangement of two-leading shoe front, and leading and trailing shoe rear, brakes is adopted, but tandem master cylinders are used so that in effect the car is fitted with two complete hydraulic systems, one for the front and one for the rear brakes. In order to distribute the braking correctly between the front and rear wheels, a 1½in diameter master cylinder is used to operate the

front brakes, the rear brakes being operated by a 1in diameter cylinder. Modifications have also been made to the front hubs, which on the 404 are supported on taper roller bearings in place of ball bearings used on previous models.

The production methods used for the chassis frame enable the pressings for the side members to be assembled and welded up by the Bristol company themselves, as distinct from being supplied complete by a chassis frame manufacturer. Thus the 404 frame is being produced without the need for many new and expensive jigs and fixtures. In detail, the main side members are 14-gauge top hat section pressings placed on their side with closing plates welded to the outer edges so that the whole forms a box section 6½in deep and 4½in wide. Because of a reduction in chassis length (the wheelbase is 18in less than that of the 403) and the resulting increase in rigidity it is not necessary to use two intermediate cross members as with the 403; instead, a single centre cross member is used, consisting of a 3in diameter tube welded to the side members some 43in from the attachment points for the front cross member, which is attached to the side members by means of four bolts on each side. This cross member supports the complete front suspension and steering unit, the transverse leaf spring being housed inside the box section as with the 403.

The main frame members are very

short, having a total length of only 79.4in, for the frame as such finishes at the rear cross member, which is a massive box-section structure flared at its outer ends to form a stiff bracing. The depth of the section is increased locally at the centre of the cross member, which is pierced to allow the final drive shaft to pass through it. Two additional struts, parallel to the centre line of the frame, are attached between the centre and rear cross members, while the floor and propeller-shaft tunnel are also welded in place to form a single rigid structure. Lugs to hold the "A" bracket which transversely locates the rear axle casing are attached to the top of the rear cross member, and lightweight swan-neck extensions project back from the main frame side members to form the attachment points for the rear telescopic spring dampers, the lower ends of which are attached to the axle casing, whereas on the 403 they are fixed part-way along the torsion bar arms.

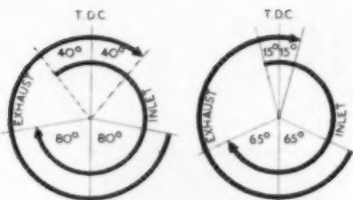
The general geometry of the rear suspension remains unchanged. The anchorage points for the front ends of the longitudinal torsion bars are attached to the centre cross member, although the method of attachment has been simplified in order to save weight.

Body Construction

The main body framing is a composite structure of steel, wood and light alloy, each material being used where its particular characteristics are most suitable. Light frames welded to the main chassis frame support the scuttle structure, which consists of a bulkhead suitably braced and boxed by means of two side plates which form the inner panels for the spare wheel and battery compartments. A sub-frame running in front of the main front cross member, and suitably braced by diagonal tubes, connects with horizontal members running from the scuttle to the front of the car, which in turn are connected to the light alloy wing valances. To these are attached the necessary support points for the aluminium alloy body panels. Both front side panels and the complete front body panel are welded and worked to form a complete unit before



The simple air intakes give the car a very businesslike frontal appearance. The large rear glass area is also evident in this view.



These diagrams show (right) the general valve timing for the standard engine, together with (left) the increase in overlap given by the alternative sports camshaft.

they are attached to the framework. The size of the resulting panel is reduced and construction is simplified by an ingenious arrangement of hinged body side panels which form cover plates for compartments behind the front wheel arches that house the spare wheel and electrical components.

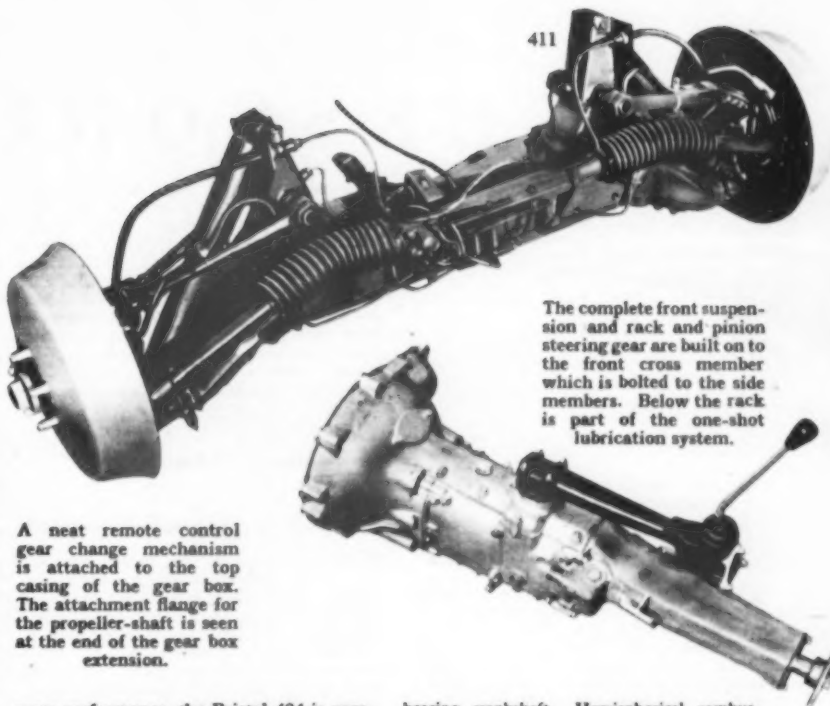
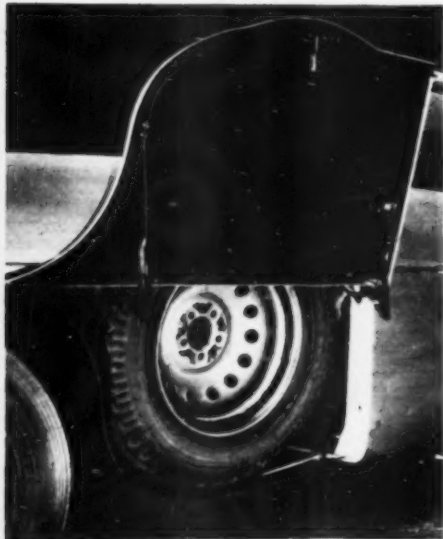
At the rear the main body structure is supported on the wheel arches, which are riveted to form a solid light structure. Light alloy girders attached to the insides of the wheel arch form the rear extension and attachment points for the rear body panels. In order to save weight the floor at the tail of the car is composed of honeycomb paper core faced with plywood, with a thin metal lower panel. To protect the interior of the main rear body panels a stoneguard is attached to the inside of the wheel arch by means of bolts and cage nuts at the top, and rivets around the lower edge. It is possible to remove this panel to gain access to the inside of the main panels, should this be necessary in the event of accidental damage to the wings.

Strength and Lightness

Hardwood is used for the majority of the framework of the upper part of the body, all the wooden section being built up as a unit and attached to the main body frame by means of sockets at the front and rear of the doors, the whole being suitably braced by light metal struts where necessary. The outer faces of the wooden structure are covered with felt. This method of construction is simple and very light in weight.

Unlike some cars in which everything is sacrificed in order to obtain the ulti-

The spare wheel is housed in a compartment behind the left-hand front wheel.



The complete front suspension and rack and pinion steering gear are built on to the front cross member which is bolted to the side members. Below the rack is part of the one-shot lubrication system.

A neat remote control gear change mechanism is attached to the top casing of the gear box. The attachment flange for the propeller-shaft is seen at the end of the gear box extension.

mate performance, the Bristol 404 is completely trimmed and fully equipped. All the instruments are centrally grouped around the steering column and provided with a substantial cowl to prevent reflections in the curved windscreen. The top of this cowl, and in fact the whole of the fascia top, is covered with leather, and a foam rubber crash pad is incorporated on the passenger side. The seats, which are of Dunlopillo trimmed with leather, have the usual Bristol form of adjustment for both leg length and squab rake. The space behind the front seats is fully trimmed with carpet and is provided with two very occasional seats, the rear section of which hinges down to give access to the luggage compartment.

A drop-head version of the 404 will also be available.

SPECIFICATION

Engine.—6 cyl, bore 66 mm, stroke 96 mm, 1,971 c.c. Compression ratio 8.5 to 1. 105 b.h.p. at 5,000 r.p.m. Maximum torque, 123 lb ft at 3,750 r.p.m. (With sports camshaft 125 b.h.p. at 5,500 r.p.m. Maximum torque 127.5 lb ft at 4,200 r.p.m.) Four-

bearing crankshaft. Hemispherical combustion chambers. Side camshaft operating inclined overhead valves by push rods and rockers.

Clutch.—Borg and Beck 8 in diameter six-spring dry single plate.

Gear Box.—Overall ratios: Top 3.9; third 5.04; second 7.12; first 14.08 to 1; reverse 11.27 to 1. Synchronesh on top, third and second gears; free wheel on first gear.

Final Drive.—Spiral bevel two-pinion differential. Ratio 3.9 to 1.

Suspension.—Front, independent by transverse leaf spring and wishbones. Rear, longitudinal torsion bars and telescopic dampers. Suspension rate (at the wheel): Front, 182 lb in; Rear, 169 lb in. Static deflection: front 6.24 in; rear 7 in.

Brakes.—Lockheed two-leading-shoe front; leading and trailing rear. Tandem master cylinders. Drums: 12 in diameter, 2½ in wide front; 11 in diameter, 1½ in wide rear. Total lining area: 168 sq in (94 sq in front).

Steering.—Bristol rack and pinion.

Wheels and Tyres.—5.50-16 in on 16 by 4½ in wide-base rims. Five-stud steel disc wheels.

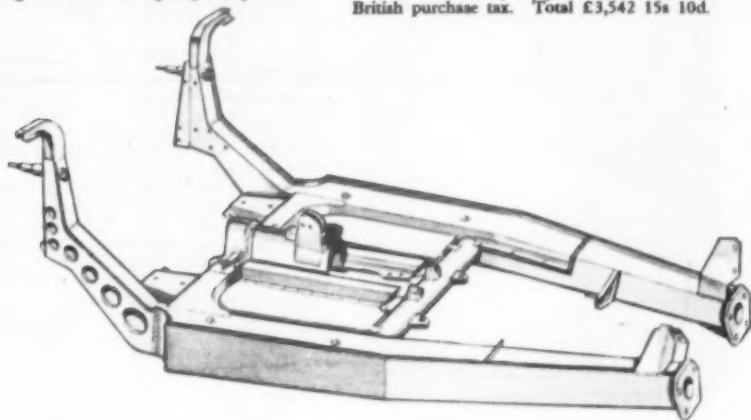
Electrical Equipment.—12-volt, 51 ampere-hour battery. Head lamps, single dip; 48-48 watt bulbs.

Fuel System.—16-gallon tank (including 2½ gallons reserve). Oil capacity 12 pints; full-flow filter.

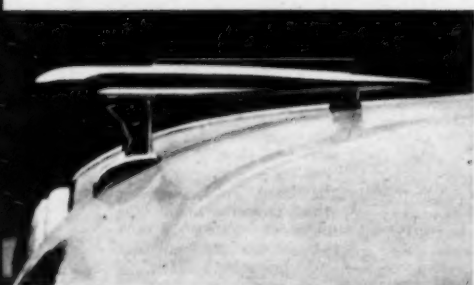
Main Dimensions.—Wheelbase 8 ft 0½ in. Track: front, 4 ft 4.36 in; rear, 4 ft 6 in. Overall length, 14 ft 3½ in; width, 5 ft 8 in; height, 4 ft 7½ in. Ground clearance, 6½ in. Frontal area, 18.75 sq ft. Turning circle, 32 ft 10 in. Weight (with 5 galls fuel), 20½ cwt (2,296 lb). Weight distribution, 52 per cent front, 48 per cent rear.

Price.—Basic £2,500, plus £1,042 15s 10d British purchase tax. Total £3,542 15s 10d.

The main frame members are very compact and rigid. Two cross members are welded to the main frame, the front cross member being attached by bolts. Swan neck extensions on the rear of the frame support the wheel arches and provide anchorages for the rear spring dampers.



ACCESSORIES



A new mascot for the Ford Consul manufactured by Wilmot Breeden.

Ford Consul Mascot

STYLED specially for the Ford Consul is a new bonnet mascot produced by Wilmot Breeden, Ltd., Amington Road, Birmingham, 25. The mascot is torpedo shaped with a long dorsal fin, and is constructed of zinc base die-castings with a heavily chromium-plated finish. It is mounted by drilling two holes in the centre bonnet rib, the necessary fixing screws being supplied with the mascot. The price is £1 5s, and it may be obtained from Ford spares stockists or from Wilmot Breeden's, London, Manchester and Birmingham spares depots.

Petrol Reserve

A SPARE petrol container which does not smell, leak, rattle or damage upholstery and luggage like the plain iron, 2-gallon can enforced on British motorists by the petroleum storage regulations*, has advantages. The plastic Polytainer which is widely used by yachtsmen seems to be a useful idea for overseas motorists.

It is made of a plastic called polythene, which keeps shape but is springy and can be squashed or distorted without damage. It can also expand slightly. The neck of the container is formed into a flange and so finished and slightly dished that it forms a petrol-tight seal against the top of the screw-on cap. The cap is of the same tough plastic, and has coarse flutes for the hand to grip; but its top is slotted so that a weak hand can use a lever of some kind to

Made of polythene plastic, the Poly-tainer spare petrol container is flexible and cannot be dented.



undo what a strong hand has done up. The container is white and the cap red.

The half-gallon model 8003 costs 16s 8d, and the No. 16001 one-gallon £1 6s 6d, carriage extra. Lettering, "petrol" or "water," is 3s extra. The suppliers are Kenneth Long and Co., Ltd., 65, East Street, Chichester, Sussex. A great variety of jars and bottles of similar polythene, from 1s 3d upwards, and of various sizes for voyagers' picnic and toilet requirements, are also available.

* Under British regulations, a private garage is a petroleum storage place. Spare petrol must not be more than that which the car's own tank can hold, and it must be in iron containers, each holding not more than 2 gallons. A 4-gallon Jerrican does not meet these requirements.

Dusting Head-linings

PICKING up dust or smoke particles by an electrically charged plate is a widely used idea in industry. It is applied to a brush for the head-linings of saloon cars by Gale, Martin, Ltd., 9, Watling Court, London, E.C.4. This Permel brush has a wooden back, tapered thin at one end, for inaccessible places, and a ridged face of vulcanite. When it is rubbed on cloth the face becomes charged with static, and it has been found that it will collect and retain in its grooves



a lot of dust from a head-lining; after use, the grooves are swept out with a small auxiliary brush. This is better than raising a cloud of dust in a car with a normal brush so that it settles on the upholstery. The Permel brush picks up fine dust and cigarette ash.

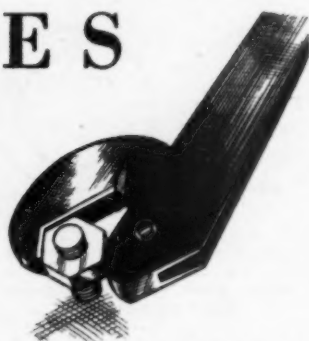
The price is 16s 6d.

Automatic Spanner

THE Lorvis spanner has a spring-loaded, swivelling jaw which enables it to grip nuts of various sizes. The jaw, as will be seen from the sketch, has a self-tightening action, so that the harder the spanner is pulled, the harder it grips the nut. When the direction of turning is reversed the jaw springs freely back over the edges of the nut, so that the effect of a ratchet spanner is obtained. The jaws are hardened steel and the tool is strong and well made.

This is a simple and practical form of adjustable spanner; it is quick to use, and does not damage nuts. The head of the tool is fairly large, and in car work, where nuts are usually inaccessible or close together, the Lorvis is limited in its applications, as any adjustable spanner is.

It is distributed by Witty and Wyatt, Ltd., 38, Commercial Street, London, E.1,



A spring-loaded jaw is used on the self-adjusting Lorvis spanner.

and is made in two sizes. No. 1 for $\frac{1}{2}$ in to $\frac{1}{4}$ in Whitworth nuts and bolts, costs 8s 3d; and the No. 2, for $\frac{1}{2}$ in to $\frac{1}{4}$ in bolts, is 10s. Whitworth bolts are quoted for size: the spanners can be used on any hexagon nut, of course.

Shielding the Mirror

SMALL shields of stiff, transparent green plastic, attached to the rear mirror at night to give it anti-dazzle properties, have been introduced by D.

When it is rubbed on cloth, the Permel brush becomes magnetic and will attract particles of dust from head-linings. The particles are retained in the grooves.

Park and Co., 30, Edison Road, Welling, Kent. Attachment is by a small rubber sucker. There are three Misor models. The round, 4in M3 costs 3s 3d; the oblong, 4in x 2½in M2 is 2s 9d; and the oblong, 6in x 2½in M1, is 3s 3d.

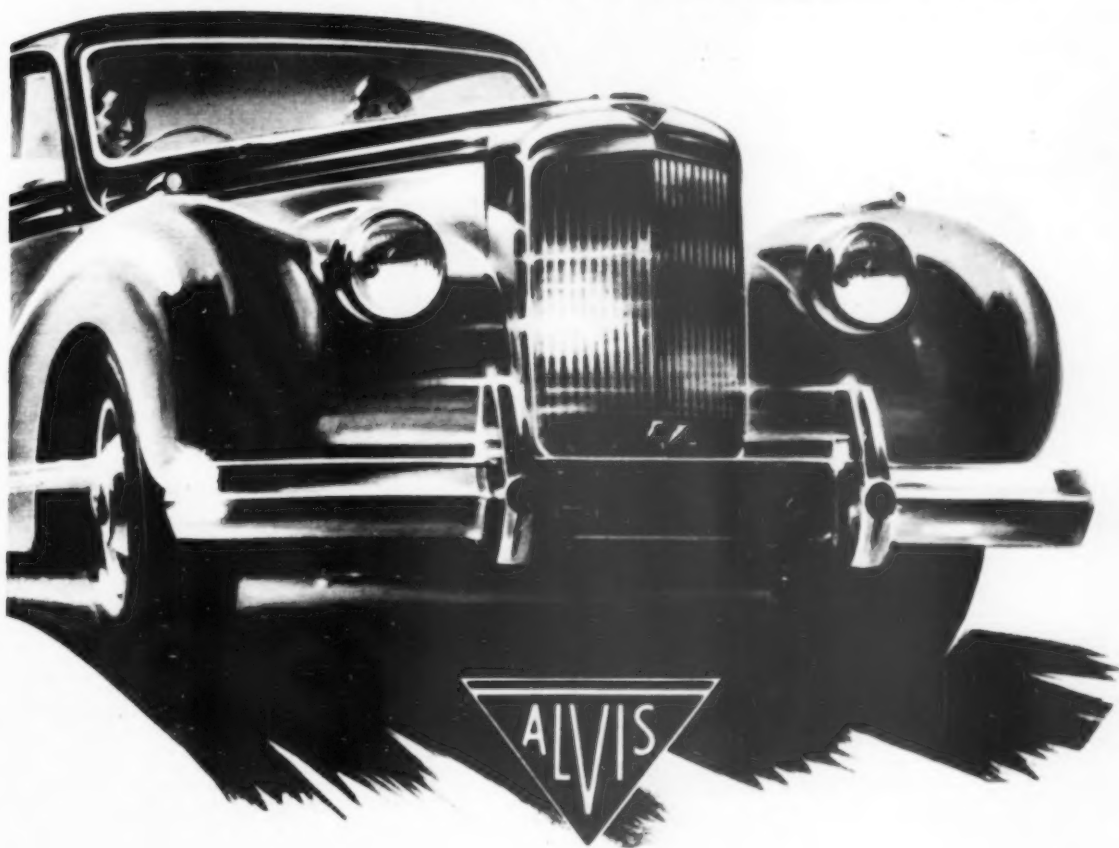
The idea is to keep the mirror in action at night, instead of adjusting it to be out of action. Cars following with side lights only can then be noticed.

This green, transparent plastic disc, when attached to the rear-view mirror, prevents dazzle from the rear at night.



One of the great names in motoring..

ONE of the very few left in the truly great tradition of sports cars . . . It is for the born driver that the Alvis is made, the man for whom the sheer joy of driving is what matters most. The Alvis is made for the man who wants a car, not merely to own, but to drive . . . to drive hard and far, knowing that no day can be too long, no task too much, for this great-hearted car . . .





Firestone

TYRES

are so
consistently good!

Firestone TUBES ARE LEAKPROOF—and cost no more!



Greystone Bridge over the River Tamar; this river forms the boundary between Devon and Cornwall.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

LUBRICATION

Further Thoughts

[65166].—I have been most interested in your recent correspondence on lubricating oils and the various additives that can be used to increase film strength and detergency.

While I can agree with much of what is stated by your correspondents Mr. W. J. Holloway [65147] and Mr. R. A. Clegg [65148] I do feel that a word of caution would not be out of place. We must first form a proper appreciation of how viscosity standards are obtained, but for the moment perhaps it will suffice if I observe that one oil company's S.A.E.30 may have quite a wide variation in actual viscosity, as well as its viscosity curve, in comparison with that of competitors, and still be within recognized viscosity standards. Similarly, one user of a certain lubricant of an extremely low viscosity may exercise some restraint in the loads and stresses that he subjects his engine to, and therefore no ill-effects result; but that does not necessarily imply that such a lubricant is suitable for general use.

I would not agree that the owner of a worn engine is barking up the wrong tree if he uses a lubricating oil of slightly higher viscosity than that normally recommended, in fact, I would in most cases strongly recommend that he should, particularly in hot weather. It has always been my experience that low viscosity oils tend to increase consumption, and in extreme conditions the risk of mechanical failure is, I feel, greater.

I cannot subscribe to the theory that increased friction and drag will increase the operating temperature to such an extent that a lubricating oil of, say, S.A.E.40 is reduced to the characteristics of S.A.E.20, which Mr. Holloway has tried to imply. If that has been his experience then I do not want any oil that contains the additive that he refers to.

Again, while I am most interested in Mr. Clegg's experience with both his car and his farm machinery engines, I would strongly recommend other users to follow manufacturers' recommendations as to the type and grade of oil to be used. It is difficult to reconcile Mr. Clegg's policy of extending oil changes from 50 to 200 hours, while using lubricant of S.A.E.5, with sound common sense. I would have suggested that oil changes would be more frequently required. Considerable oil dilution with fuel is almost unavoidable with engines using kerosene, and this further reduces viscosity.

A. J. RIGBY-JONES, A.M.I.B.A.E.

Moreton-in-Marsh, Gloucestershire.

SATISFACTORY

Impressions Formed on the Continent

[65167].—I was interested in Mr. L. S. Hyman's comments [65146], having likewise returned from a holiday on the Continent. I visited six countries and covered over 1,800 miles.

I agree that it is rare to see a British car in foreign hands, but the interest aroused from time to time by my very ordinary Austin Hereford underlines the Editorial note below Mr. Hyman's letter. Of the British cars with foreign homes, the Austin A.40, Vauxhall Velox and Ford Zephyr make up a large proportion.

Perhaps I miss Mr. Hyman's point, but I saw nothing abroad

D

CORRESPONDENCE

continued

to make me feel that our designers here are lagging behind. The Volkswagen is ubiquitous—and judging by its road performance deservedly so—and I observed a remarkable number of new Mercedes, while Citroens and Renaults abounded. But nothing in these cars made me feel out of place or behind the times either in comfort or performance. My A.70, with over 30,000 miles to its credit, and heavily loaded, cruised easily above the level of general traffic speed, and seemed to have a very sharp advantage on any long gradient or steep hill. Its petrol consumption finally worked out at a shade over 26 m.p.g.

I arrived home with the feeling that the German recovery in the field of car production is astounding, but that it is, so far, recovery and not leadership.

With regret, I am forced to the conclusion that the standard of driving over the water is far higher than at home. The decision and crispness displayed by foreign drivers, and the excellence and imagination of the road signs impressed me as great safety factors. The ditherer does not exist—in fact, I had to wait till I returned to Dover to see him again.

Herne Bay, Kent.

ANTHONY HARVIE.

THE HIGHER THE FEWER

Mathematics to Aid—or Confuse!

[65168]—Having read in "Disconnected Jottings" (*The Autocar*, September 4) of the possible increase in collisions with increase of traffic, I am tempted to assist (or perhaps confuse) The Scribe in his mathematical peregrinations.

Assuming there are n cars on the road, then the number of different collisions that can occur between these cars equals:

$$\frac{(n^2 - n)}{2} \dots \dots \dots (A)$$

In other words, 3 cars can collide in $(9 - 3)/2 = 3$ ways; 4 cars in $(16 - 4)/2 = 6$ ways, etc., as he has already found out.

Now let's increase n by a ratio p which represents a percentage increase in traffic. If, for instance, traffic increased by 40 per cent, p would equal 1.4; if by 50 per cent, p would be 1.5. Then our formula becomes:

$$\text{No. of collisions} = \frac{(pn)^2 - pn}{2} = \frac{(p^2n^2 - pn)}{2} \dots (B)$$

and the percentage increase of the new over the old will be:

$$\frac{(B) - (A)}{(A)} = \left[\frac{(p^2n^2 - pn)}{2} - \frac{(n^2 - n)}{2} \right] / \frac{(n^2 - n)}{2} \times 100$$

Now (and this is the crafty bit) if n is very large (which it is), that is to say thousands or millions, we can ignore all the terms containing a plain " n " in that formula as they will be minute compared with the " n^2 " terms. So now we get:

$$\begin{aligned} \text{Percentage increase} &= \left[\frac{p^2n^2}{2} - \frac{n^2}{2} \right] / \frac{n^2}{2} \times 100 = \left[\frac{n^2(p^2 - 1)}{2} \right] / \frac{n^2}{2} \times 100 \\ &= (p^2 - 1) \times 100 \end{aligned}$$

Putting this into more tangible form, if the traffic increase is 50 per cent, p will be 1.5 and the percentage increase in possible collisions will be:

$$(1.5^2 - 1) \times 100 = 125 \text{ per cent.}$$

and if, next year, traffic has increased by 60 per cent, the increase in collisions should be:

$$(1.6^2 - 1) \times 100 = 156 \text{ per cent.}$$

Notice I said "should." This is, after all, pure theory—the mathematician's delight—but I hope, in the process, I have satisfied The Scribe's need.

Keep up the good work; I am one of your most avid readers.
London, N.2. J. L. BLONSTEIN, B.Sc.(Eng.)

FUEL CONSUMPTION

Experiments with an Austin A.40

[65169].—I have read with interest letter [65109] and would like to give the results of my experiments with my 1953 Austin A.40.

Before giving the facts and figures, I would like to state that the car is mostly in operation in the country, the average speed maintained being about 35-37 m.p.h.

After the engine was carefully run-in, a test was carried out to ascertain the fuel consumption of the car in standard form; it was found that, on second-grade petrol, 32.2 m.p.g. was obtained and 33.2 m.p.g. on the higher grades.

No improvement was obtained on changing from second- to first-grade spirit, or even by advancing the ignition 4 deg. In the case of the first-grade fuel, 6 deg advance was found to be satisfactory.

The compression ratio was then increased to 7.3 to 1, when

it was found that the accelerator jet could be removed from the carburettor without giving any really noticeable flat spots and, still using a 6 deg advance, 34.7 miles per gallon were obtained. A further increase in compression ratio (to 7.5 to 1) using a special laminated Plexal cylinder head gasket was tested, still without the use of the accelerator jet, and this gave a figure of 37-38 miles per gallon.

It should be mentioned that at least 500 miles were covered for each separate check and repeated checks taken before final fuel consumption figures were obtained. The engine, in spite of this increased compression ratio, operates very silently and, even without the accelerator jet, has acceleration figures better than those issued by the manufacturers for the standard engine.

These figures might not perhaps look very impressive but they have given, for a few shillings, more miles per gallon, which is most acceptable with the high cost of fuel today.

London, W.3.

D. G. CAMERON.

ADJUSTMENTS

Satisfactory Improvement in Fuel Consumption

[65170].—As a faithful driver of a 1949 Austin A.70 I cannot let Mr. R. L. Manwaring's claims [65023] concerning the petrol consumption of his A.70 go unanswered.

I have driven my model for 60,000 miles, of which the first 30,000 were covered on the maker's carburettor and ignition settings. Much of the mileage was in urban areas, but a few long trips were undertaken. Overall consumption was 21.7 m.p.g. and 25 m.p.g. was achieved on a long run. I might add that I always travel as fast as the road and conditions permit. I then experimented with the jets in the carburettor, following the advice of the makers. This improved my overall average to nearly 23 m.p.g. and 26 m.p.g. on long trips.

An overriding manual ignition control was then fitted and, although my overall average was increased only by a fraction, the benefit came when I took a long trip; a consumption of 27-30 m.p.g. resulted. Much of these long trips is carried out at speeds of rarely less than 50 m.p.h.

Cape Town, S. Africa.

J. E. C. MULLEN.

REVERSING

Dual-purpose Stop-light

[65171].—Mr. J. E. Phillips [65126] has an excellent idea, but he could have saved himself the cost of the separate switch and cable if he had adjusted his stop-light switch so that the lights come on just before the brakes.

In use, the toe is put on the brake pedal and some other part of the foot is used on the throttle, as in changing down before a corner. I have used this method since long before the war and can assure your readers that it is quite easy.

An incidental advantage of having the switch so adjusted is that one can give a red light signal to the rear, indicating the intention to slow down, without necessarily applying the brakes.

Hitchin, Hertfordshire.

L. BUTLER HENDERSON.

WARNING

But for the Hot Exhaust...

[65172].—On a recent long run, one of the flexible rubber hoses to my oil filter fractured, and I was saved from a dry sump only by noticing a cloud of smoke behind the car. Fortunately the oil was pouring out directly on to the hot exhaust.

On noticing the smoke I immediately checked the oil pressure, which remained at the usual level, but, when the car was examined, I found that half of the sump contents had been pumped out in the space of two miles.

Mine is an ordinary saloon car, and it struck me that what is needed on such a car is a warning light for oil pressure, and a sump level indicator, like a petrol gauge, which shows at a glance the oil level at any moment.

Bognor Regis, Sussex.

W. J. L. PAIN.

THE "HEAVIES"

Reasons for a More Tolerant Attitude

[65173].—As a keen private motorist I would like to think that readers of *The Autocar* are among the most intelligent of road users. That this is not true is suggested by the repeated outbursts made by readers against the "heavies" and their uncouth drivers.

Now, bearing in mind that the "heavies" are the real revenue-earners of the motorways, it should be plain that it is they,



'H.M.V.'—the world's finest car radio—is a perfect travelling companion in any car: a companion that shortens tedious journeys, makes motoring pleasanter and safer,* and speaks only when you are in the mood to listen.

Like most modern British cars, the new Standard Eight contains fixtures and spaces specially designed to receive 'H.M.V.' car

radio. Their presence is a further evidence of the British motor industry's confidence in 'H.M.V.', and also a guarantee of a neat and workmanlike installation if you decide to have the world's finest car radio added to the other pleasures of motoring in the new Standard Eight.

** Boredom, as well as distraction, can divert attention from the road.*

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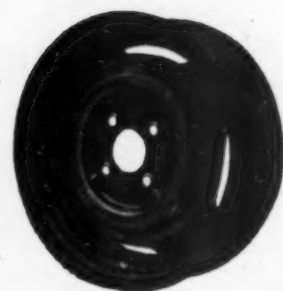


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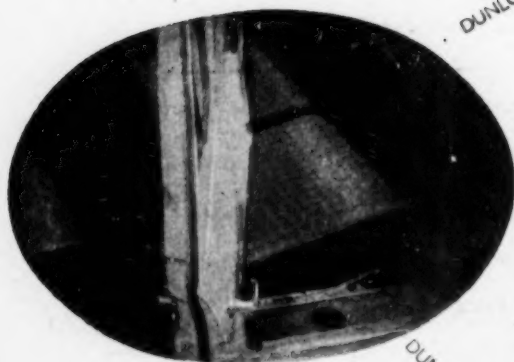
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DUNLOP WHEELS



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DUNLOP

DUNLOP

MOULDED RUBBER CARPETS

CORRESPONDENCE

continued

rather than most private motorists, who ultimately justify all our claims in support of the correct use of the road fund by the State.

Further, most heavy drivers use far more courtesy and skill than the average private driver; it would behove our intolerant friends to remember that a small, light and flexible car demands considerably less self-sacrifice in the pursuance of road courtesy than a 20-ton vehicle with a small range of engine speed, a drop in which represents a real annoyance.

Surbiton, Surrey.

G. R. NICOLL.

BURNED VALVES

Is First-grade Fuel the Cause?

[65174].—Since the introduction of first-grade petrol in February of this year there has been, in this district at any rate, a spate of burned-out valves.

Before the war, motorists were warned against the use of aviation spirit to obviate this danger. First-grade spirit is today, I believe, 80 octane, and I advance the theory that this is too slow burning for the modern high-speed engine, and is therefore the cause of valve burning which was not prevalent with Pool petrol.

Hayling Island, Hampshire.

H. E. RAYMOND.

UNFAIR TO SOUTHEND?

Token Payment for Entertainment

[65175].—I feel that The Scribe is being a trifle unfair to Southend in *The Autocar* of September 4 under the heading "Good Business?"

The average motorist from London or the outlying districts comes to Southend to see the lights or carnival (which was held during the week ending August 4) and pays nothing for his pleasure, although the local rates are among the highest in the country.

Is a charge of 2s too much to ask for a car park in the centre of the town, or actually on the carnival route, from which the carnival procession can be watched in comparative comfort?

The visiting motorist contributes little else to the town's revenue.

F. SOLLY.

Upminster, Essex.

TERRORIST

A Lorry's Warning

[65176].—I was more than surprised to read the following notice: "This truck has been involved in eight accidents and has won them all—keep clear," on the rear of a five-ton Fordson lorry I happened to be following.

My immediate reaction was to reduce speed and then, at the first opportunity, to pass and get well clear of the "menace," having no wish to be his ninth victim.

In conclusion, thanks to *The Autocar* for many hours of interesting reading.

M. J. R. THOMPSON.

Guildford, Surrey.

SERVICE

Helpful Garage

[65177].—With so many complaints of poor servicing, one feels bound to record the occasions when one is helped on one's way by people ready to put themselves out.

I had trouble when driving down to Bexhill-on-Sea on a recent Sunday afternoon through my regular garage having incorrectly fitted an oil filter gasket. I called in at Buck's Garage, 66, Sackville Road, Bexhill-on-Sea, for help. Even though no regular mechanic was available the trouble was located, and the manager gave up most of his Sunday afternoon rectifying the trouble.

A. D. C. JAMES.

London, S.W.19.

OIL CONTROL RINGS

Petrol Consumption Reduced in Many Cases

[65178].—I trust I am not too late in commenting upon the interesting theories put forward by your several correspondents regarding the increase of petrol consumption following the fitting of special oil control rings.

This is no place to quote figures regarding frictional resistance of various ring types, but whilst it is a fact that our Duaflex

oil control ring has more initial cylinder wall pressure than conventional rings, it must be borne in mind that this is very necessary for what it is called upon to do, namely, to stop oil consumption caused by cylinders and pistons which are badly worn.

Curiously enough, many of the letters which we receive comment favourably on improved petrol consumption. Whilst dwelling upon the increased friction suspected from higher wall pressures, which often amounts to very little, it must be remembered that Duaflex rings keep the piston true and central to the bore and minimize the effect of piston drag at top and bottom of the stroke, which often amounts to a good deal.

D. J. COBB,

Lymington, Hampshire.

Wellworthy, Ltd.

UNLIT STREETS

Why the Objection to Dipped Head Lamps?

[65179].—In spite of the accepted opinion that a properly adjusted fog lamp or dipped head lamp is necessary for night driving on unlit streets, there are still many drivers who are incensed if the light is not switched off, and show their disapproval by switching their own lights on and off and indulging, in many cases, in hastily shouted abuse in passing.

As it is impossible to drive on side lights alone, and there is no real inconvenience from dazzle, the objection can only be described as an unreasonable obsession which does not contribute to good feeling and safety on the road.

A. J. PERRY.

Heston, Middlesex.

EASTERN ALVIS

Satisfactory Service in Egypt

[65180].—My Alvis T.A.14 saloon, with some 28,000 miles to its credit, has carried me home safely from a 940-mile holiday tour which included such historic sights as the Canal Zone, the Pyramids and the Alamein battlefield.

The petrol consumption averaged 24 miles per imperial gallon, while the oil consumption proved to be negligible, as new piston rings had been fitted before the trip.

During the whole of the run, which included all sorts of roads—and temperatures as high as 40 deg C—the car behaved perfectly, the only misfortunes consisting of a broken fan belt and a lost hub plate which fell off as the result of one of the many road shocks and disappeared into a canal.

I am looking forward to seeing more correspondence regarding these excellent cars, which offer reliable and comfortable motoring in a country where distances usually run into three figures and petrol is about the worst to be obtained anywhere at 3s 6d a gallon.

H. J. HUTTEMAN.

Kafr-el-Zayat, Egypt.



Recommended by "The Autocar"

- The Autocar Handbook** The Complete Guide to the Modern Car. By "The Autocar" staff 7s 6d net (By post 8s 0d)
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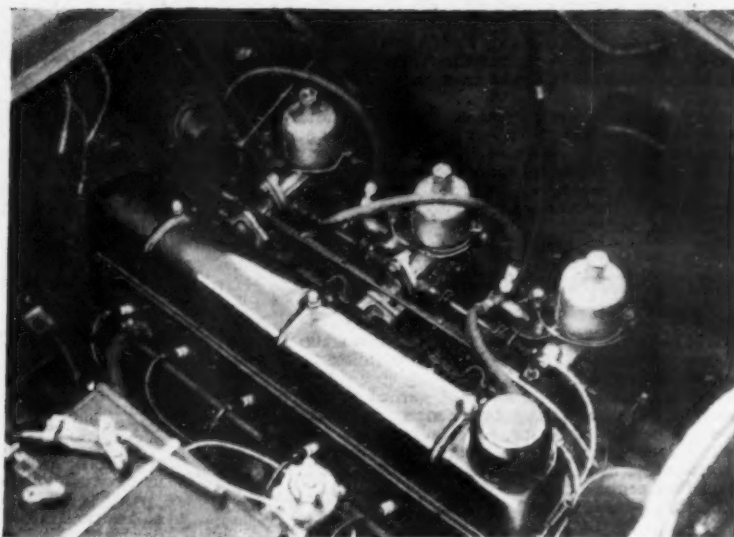
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RAYMOND MAYS PRODUCES A ZEPHYR CONVERSION WITH A MODIFIED CYLINDER HEAD

Three horizontal S.U. carburetors are used for the Zephyr conversion, and particular care has been taken to make the throttle linkage robust, so that the carburetors will not require frequent adjustment. The battery has been moved to the luggage locker to make room for the new installation and to improve the car's weight distribution.

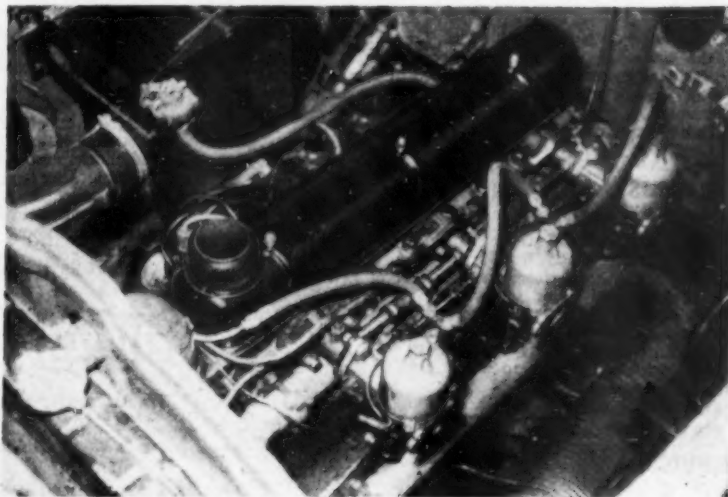


MULTI-CARBURETTOR FORDS

On a price and performance index the six-cylinder Ford Zephyr holds a high place as a comfortable family car, and a number of owners have already made modifications to increase the power output to an appreciable extent without "overdoing it": reliability, comfort and safety have been kept in mind. One of these conversions available to the public was described in *The Autocar* of September 4, and now the modifications offered by Raymond Mays and Partners, Ltd., of Bourne, Lincolnshire, have been tried out.

The Mays conversion includes the use of three S.U. carburetors of the H4 type fitted to the cylinder head after it has been skimmed to increase the compression ratio from 6.8 to 7.6 to 1. Other work on the cylinder head includes enlarging and improving the shape of the ports and giving them a polished finish. The combustion chambers are also polished. Additional valve springs are used so that the engine r.p.m. can be increased without the valve bounce stage being reached. The exhaust manifold is not changed, but a silencer of the "straight through" type is fitted. The position of the battery is changed from under the bonnet to the luggage locker. This makes room for the extra carburetors and it also plays an important part in improving the weight distribution and thereby reducing the tendency to wheelspin.

In standard form the Zephyr has a formidable performance, and with the Mays conversion a driver is quickly provided with quite a remarkable display of top gear flexibility and acceleration. The standard three-speed gear box keeps the



comfortable speed of the car in second gear to something under the 50 m.p.h. mark, but in top gear the acceleration from low speeds to maximum is very impressive.

On Top

In normal use on a long journey, first and second gears can be forgotten unless the car is brought virtually to a standstill. No air cleaner or silencer is fitted to the carburetors, but the resulting rustling

noise of the mixture being sucked in is not loud enough to be irritating in what is, after all, a family car. Rather it was found to be a pleasant and reasonably unobtrusive reminder of the extra power under command.

During testing no wet roads were encountered, but even in the dry it was possible to conclude that the transfer of the battery weight reduced wheelspin considerably. The car felt stable and steered well, speeds being reached on occasion of comfortably over the true 90 m.p.h. mark without protest from the engine or suspension. Naturally, it is not advisable to increase the performance of a car unless there are handling qualities in reserve which can cope safely with extra power. In this respect the converted Zephyr was praiseworthy, although it was found advisable not to overstress the brakes.

Acceleration from rest through gears to:

m.p.h.	Zephyr sec.	Consul sec.
30	5.6	5.5
50	12.3	14.5
60	17.4	23.7
70	23.5	33.9
80	34.0	---

Acceleration in top gear

m.p.h.	Zephyr sec.	Consul sec.
10-30	8.6	11.0
20-41	8.1	10.9
30-50	6.7	12.2
50-70	11.4	17.4

Top gear acceleration between 50 and 70 m.p.h. is particularly improved, and this is a most important range. Only 23.3 sec was necessary to get from a standstill to 70 m.p.h., compared with 32.1 sec on the standard model. It was found that the car would continue to accelerate powerfully into the early 80s, and although a true 90 m.p.h. could be reached quickly in favourable circumstances, a fairly light head wind was enough noticeably to prolong attainment of the 90 mark.

Testing of this tuned-up Zephyr was confined to English roads, and partly because of road conditions and partly because the Zephyr engine will run up to

high r.p.m. in its tuned form without signs of stress, the relatively low top gear was not exasperating. However, for sustained high speed cruising, particularly on Continental roads, there is no doubt that some form of gearing up or an overdrive would be very desirable.

Petrol consumption was surprisingly good. Using the performance in conditions of heavy traffic and in town driving it was not unnatural that the m.p.g. fell below 20, and on the open road, driving really hard and regardless of m.p.g., a figure of little more than 20 could be expected. However, the most important feature of the petrol consumption was that, driving

really hard but without wasting fuel unnecessarily, the car yielded 22 m.p.g. and this figure could be expected in normal motoring even bearing in mind that the car would probably be driven hard. Driving with economy specially in mind it should be possible to make a useful increase in the m.p.g.

The price of the conversion is £75, which to assess its value, must be added to the price of the car, the total being compared with that of other cars on the market at a similar figure. The converted Zephyr has outstandingly good performance, but it does not lose its comfort and convenience for family motoring.

... AND A SIMILAR CONVERSION FOR THE CONSUL

IT was natural that when the Zephyr modifications were settled Raymond Mays and Partners should work on similar lines to get more power from the four-cylinder Consul. In this case two carburettors are used, of the same type as those used on the Zephyr. The cylinder head face is machined down by 0.060 in to provide a compression ratio of approximately 7.7 to 1. As on the Zephyr, the Consul cylinder head ports are machined to improve their shape and to increase their size, the combustion chambers are polished, the battery is moved from under the bonnet to the luggage locker to make room for the carburettors and to improve the weight distribution, and a Servais "straight through" silencer is substituted for the standard component. Stronger valve springs are also fitted.

The difference in performance was noticed at once on the road, for the car would pull hard up to a maximum of about 30 m.p.h. in bottom gear and 50 m.p.h. in second. In top the flexibility was considerably improved, the engine pulling well without snatch from as little as 10 m.p.h. and continuing to be lively up to a maximum of over a genuine 80 m.p.h.

Useful Second

Unlike the converted Zephyr, which could be described as a "top gear car," the Consul responded more to wider use of the gears up to 40 or 45 m.p.h. in normal driving. Whereas with the Zephyr a higher top gear was desirable, this was not so noticeable on the Consul. Its gearing was not unduly low for use on British roads, which made the car the more satisfying for the driver.

The performance data confirm the impression of improved acceleration when compared with the data obtained from the standard model road tested in 1951. There is a difference of 1.8 sec in the time taken to reach 30 m.p.h. from rest, and a difference of 5.2 sec in the time taken to reach 50 m.p.h. To 50 m.p.h. from 30 m.p.h. in top gear there is a difference of

2.9 sec. It is rather interesting to compare the converted Consul's figures with those of a standard Zephyr, for they are very similar. A standard Zephyr reaches 50 m.p.h. in 14.1 sec compared with 14.5 sec for the two-carburettor Consul, and there is only 1.8 sec difference in the time taken to reach 70 m.p.h.

Cruising

Cruising speed of the converted Consul lies between a true 50 and 70 m.p.h. At the former speed the car proved very economical and, of course, the engine appeared to be doing very little work. Naturally, 70 m.p.h. is a very good maintained speed for a 1½-litre car, but the Consul showed no signs of protest even when this speed was kept up for long distances. The car tested was the first to be converted by the firm concerned, and final m.p.g. testing and tuning had not been completed. Whether or not later versions will provide improved m.p.g. figures remains to be seen, but on this car there was a marked difference between the m.p.g. when driven as one would expect an ordinary Consul to be driven and when the full performance was used constantly without m.p.g. being kept in mind.

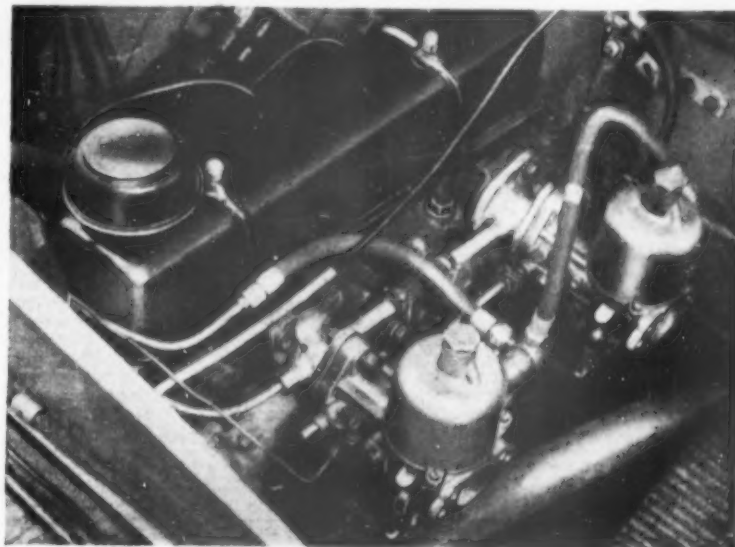
Given really hard driving and without regard to m.p.g., a figure of 22-23 m.p.g.

was recorded, but with quiet driving, cruising at about 50 m.p.h. and accelerating no more quickly than one would in an ordinary Consul, the m.p.g. went up to 33, which was creditable.

As always when modifications are made to a production car the question of whether the handling remains adequate or not must be answered. Unlike conditions for the Zephyr test, wet roads were encountered with the Consul, and some care was necessary on corners. The steering did not seem quite as positive as one would like with the extra performance, but on the whole the car accepted the extra power without developing any serious handling defects as a result. The brakes, too, were adequate.

Conversion Cost

The cost of the Consul conversion is £60. As applies to the price for the Zephyr conversion, it is a not inconsiderable amount, but added to the cost of the car it can be seen in perspective against the extra performance. The main reasons for the charges for these conversions are the fairly high cost of new carburettors (as opposed to the replacement units with which most motorists are familiar) and the cost of skilled labour needed for the extensive work done on the cylinder heads.



A neat job has been made of the Consul two-carburettor conversion, which is very similar to the Zephyr modification. As on the Zephyr the battery has been moved to the luggage locker. The success of the new carburation is partly a result of extensive work on the cylinder head.

USED CARS ON THE ROAD



No. 57:
1947 1½-litre Jaguar Saloon

PRICE NEW £720 plus £200 15s purchase tax	ACCELERATION from rest through gears	FUEL consumption 23-25 m.p.g.	SPEEDOMETER reading 8,941
	TO 30 m.p.h. ... 7-8 sec		
PRICE SECONDHAND £575	TO 50 m.p.h. ... 23-0 sec	OIL consumption 1,000 m.p.g. approximately	CAR FIRST REGISTERED September, 1947
	TO 60 m.p.h. ... 33-3 sec		
	20-40 m.p.h. (top gear) ... 11-6 sec		
	30-50 m.p.h. (top gear) ... 14-3 sec		

ALTHOUGH any big car manufacturing company which succeeds in selling abroad the greater part of its whole output cannot be criticized at the present time on the suitability of its products, it is nevertheless felt by many would-be purchasers of 1½-litre cars that the disappearance from production of the Jaguar of this designation (the actual engine size was 1,776 c.c.) was a pity. The example tested, which was provided by Lex Garages, Ltd., 2, Lexington Street, London, W.1, was a welcome reminder of the characteristics of the de luxe version of the car, known as the special equipment model.

It was cellulosed black, and had been well finished with wax polish. The chromium plating, including that on the massive P80 head lamps, was particularly good. Brown upholstery, and carpets were fitted, the interior trim being enhanced by the traditional use of polished wood for the fascia and around the windows. The whole of the interior was in very good condition and special mention must be made of the woodwork, which was without a scratch. The engine compartment also called for special comment, for the engine and its surroundings were quite exceptionally clean.

On the road the one disappointment was that this car felt somewhat "held back." Although the engine seemed to be in good condition it did not prove as lively as was expected. However, it seemed that the tuning was almost certainly at fault rather than actual engine wear or other mechanical defects.

But, despite any lack of sprightliness, it was a pleasing car to drive. The separate front seats were comfortable, and the controls, including the centrally placed gear lever, were nicely placed. In the steering there was some play and some stiffness at full lock, but this was not excessive. The suspension was firm, noticeably firmer than that of most current cars of the same size, but not hard enough to cause any discomfort. The spring dampers at the front were not quite up to new car efficiency, but, coupled with the firm suspension, they were still effective. The gear change was pleasantly positive, and the brakes good.

Plenty of tread remained on the tyres, and all the instruments and accessories were working properly. A radio aerial was fitted but there was no radio. Other accessories and fittings included a heater-demister, two built-in fog lamps, a sliding roof, an opening windscreen and a blind for the rear window.

The engine started well hot or cold, and the general appointments of the car gave the driver a pleasant feeling of well-being, just as the mechanical characteristics gave him a feeling of comfort and safety.

No. 58:
1950 Sunbeam-Talbot 90 Saloon

PRICE NEW £275 plus £216 6s 7d purchase tax	ACCELERATION from rest through gears	FUEL consumption 22-24 m.p.g.	SPEEDOMETER reading 16,558
	TO 30 m.p.h. ... 5-9 sec		
PRICE SECONDHAND £820	TO 50 m.p.h. ... 15-0 sec	OIL consumption 2,000 m.p.g. approximately	CAR FIRST REGISTERED December, 1950
	TO 60 m.p.h. ... 22-1 sec		
	20-40 m.p.h. (top gear) ... 9-8 sec		
	30-50 m.p.h. (top gear) ... 11-3 sec		

REPEATED successes in international rallies have given the current Sunbeam-Talbot an enviable reputation as one of the most successful post-war models. As a result of competition experience, modifications have been made from time to time since the original design was introduced, but the 1950 version, of which an example has been tested, is basically similar to the car now being produced.

The car tested was made available by the Hendon Central Garage, Ltd., Watford Way, Hendon, London, N.W.4. It was finished in metallic blue; the cellulose was in good condition, and externally the car seemed quite new. On looking along the bonnet from the driving seat, however, it could be seen that the paintwork had dulled slightly. The seats were upholstered in beige leather which was in good condition, and fitted seat covers had been installed.

This test was one of those rare occasions for purposes of "Used Cars on the Road" when the car concerned performed better than its counterpart when submitted for a full Road Test (in February, 1951). The reason for such an occurrence is usually that the engine of the car that proves faster has



covered a greater mileage and is therefore more free, and it also means that the engine of the car under review must be in good condition and tune.

The engine started well with the assistance of an automatic choke when cold, and proved lively to drive. A nice choice of gear ratios provided very useful speeds on the indirects, and when the engine was taken to fairly high r.p.m. it was noticeable that there was a complete absence of any noise which could be associated with mechanical deterioration.

The main fault was play in the steering. A considerable amount of lost movement existed at the wheel, and at speed through any series of curves some accuracy of control was lost. The gear box, controlled by a steering column lever, worked well, and the synchromesh action was sound. The suspension was pleasantly firm without giving an uncomfortable ride, and no appreciable wear was detected in any part of the suspension. Braking was up to the performance and there was no pull to either side.

For a car of this calibre, the range of instruments was not particularly wide, being limited to an oil pressure gauge, an ammeter, a speedometer, a clock and a fuel gauge. The front windows were operated by quick-action levers, and equipment included a sliding roof, a good radio, and a heater-demister.

It was a comfortable, fast, and manoeuvrable car.

Racing
does
improve
the
breed...

The Avon India Rubber Co. Ltd.



*Kaye Don wins the 1928 R.A.C. Tourist Trophy
on the Ards Circuit, Ulster.*

Memories will be stirred by this 25 year old picture of Kaye Don and the winning Lea-Francis which set a pace of 64.06 m.p.h. for this world famous event.—Kaye Don, like the 1953 winners, gained his victory on Avon Tyres.

SELDOM has a month gone by in this 1953 season without news of an outstanding performance by the David Brown/Aston Martin equipe. These victories have been the more remarkable because they have been achieved in the face of more rapid opposition. No single factor can claim credit for this. The David Brown team, the cars, and equipment have all contributed to an achievement which is notable in a notable year.

There may well be, however, a certain connection between the Aston Martin saga and a small news paragraph which appeared in *The Autocar* on 20th March this year:—

The Avon India Rubber Co., Ltd., are once more making racing tyres. In the 1920's the Company had close associations with racing, giving this up in 1932. Since 1945, however, Avon Tyres have been used by the Vincent Company during the establishment of world motor cycle records and by the Norton Company in the last two years. This year the Aston Martin Company are using AVON tyres and have already had considerable success on them in the Sebring race.

To many readers the name of AVON has been unknown in racing circles although it is now synonymous with H.M.,—the standard car tyre which gives higher mileage whatever the make of vehicle.

The AVON story goes back to their establishment in 1885 and to 1909 when the Company's principals were interested in quick motoring and built tyres for that purpose. Between the wars AVON took part in motor racing with great distinction gaining many awards, including sixty-three gold medals and the Brooklands Gold Star in 1927. Probably the brightest highlight of that time was the win by Mr. Kaye Don of the 1928 Ulster T.T. on his AVON-shod Lea-Francis at an average speed of 64.06 m.p.h. on the Ards circuit.

Although in 1932 AVON ceased to participate in motor racing, research and development work continued. It was realised before 1939 that the per-

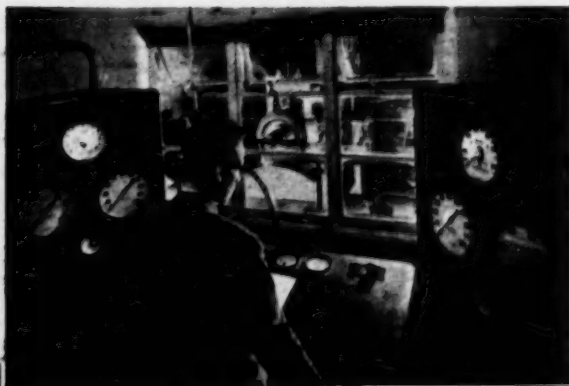
formance of the Auto-Unions and Mercedes would be equalled by the sports cars of today and in consequence close watch was kept on automotive developments all over the world. As soon as possible after 1945 AVON engineers designed a unique testing machine—the only one of its kind in Europe, described exclusively in *The Autocar* of 30th May, 1950. This machine pioneered stability testing in this country. Briefly, a tyre can be tested under conditions which simulate road use—the variables being king-pin inclination, steering and camber angles. These factors can be varied not only in "normal" running, but under conditions simulating acceleration, hill-climbing and braking.

THE 1953 R.A.C. TOURIST TROPHY was also won on Avon Tyres (this time at 81.71 m.p.h.!). Here Peter Collins watches co-driver Pat Griffith and mechanics attending to their winning Aston Martin. Team mates Reg. Parnell and E. Thompson gained 2nd place.

Photo "The Motor"



With this equipment the causes of standing waves, heat build-up and other speed effects were also investigated, and the whole project was integrated with a high speed road-test programme. It was realised that if adhesion to the road could be improved without impairing durability, performance could be improved considerably. It has been calculated that a 10 per cent. increase in vehicle stability on bends, e.g. at Monza, would result in an improvement in average race speeds five times as great as that given by comparable increases in engine performance or braking. Of course, stability on bends is largely a matter of vehicle design, but it is evident that even a small improvement in adhesion by tyres would result in better cornering and a higher degree of safety.



Simulating every combination and variation of load, speed, slip angle, driving power and braking force, a unique testing machine—the only one of its kind in Europe—accurately measures tyre performance at Avon's Melkham factory. Left: In the control room an engineer observes the behaviour of a tyre under test.

Striking the Balance

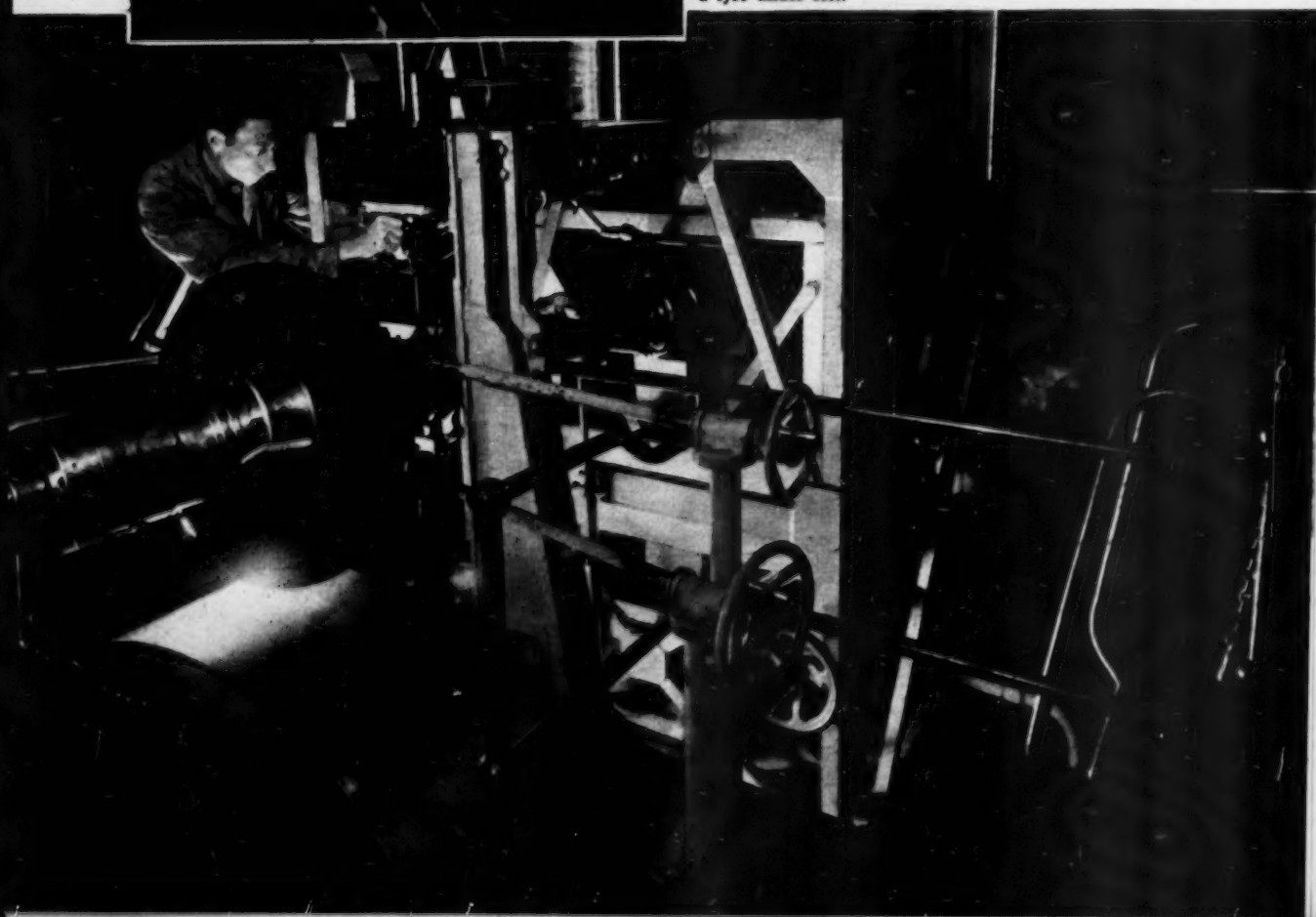
Already employing latest casing design and tread contours determined by stability testing, AVON rubber engineers accelerated development on a tread compound to strike the exact balance between the softness which produces a leech-like grip and hardness necessary for high mileage.

That AVON have succeeded in making a clear advance in both durability and adhesion is well illustrated by the following extract from *The Autocar* issue of 20th March this year, reporting the Sebring International 12-hour Endurance race:—

Neither in practice nor in the race did either Aston Martin have any mechanical trouble whatever, and the AVON tyres used stood up extremely well to the rather abrasive course surface.

and from *Auto Course* May issue:—

It was of particular interest to note that the Aston Martins were using the new racing tyres developed by The Avon India Rubber Co., especially in view of the markedly abrasive surface of the Sebring circuit, which is composed largely of crushed coral. No troubles were experienced.



As is well known the Aston Martin suspension enables the car to drift corners at higher speeds than comparable models, but this advantage would be of no value if the tyres were unable to withstand the cornering forces involved or provide the grip required.

Thus, on the quality of adhesion, the finest tribute came from Reg. Parnell whose unsolicited—and really enthusiastic—comment after winning the British Empire Trophy race, was "Literally the tyres won the race, their grip was terrific."

A Decisive Factor

Final proof came in the historic 1953 Ulster T.T. when, on the 25th anniversary of Kaye Don's win on AVONS, the David Brown/Aston Martins swept to a 1-2 win in the face of formidable opposition. On the new and abrasive Dundrod circuit—as at Goodwood fourteen days previously—tyres were a decisive factor in the Astons' renewed battle for supremacy. The combination of Aston Martin design, brilliant driving technique and AVON tyres ensured that while the Astons were nearest of all to their schedule speed, their tyres lasted up to 8 laps longer than their rivals'.

Small wonder then that the AVON Company, with its heritage of pre-war racing and its virility in post-war development, has rapidly achieved recognition for high endeavour and technical leadership.

Racing *does* improve the breed. AVON H.M.—the standard car tyre—is the result of the application of this technical superiority to the motorist's first requirement—higher mileage. The H.M. tyre literally has higher mileage built in. In the H.M. carcase *calculated* design has taken the place of trial and error. In the H.M. tread *scientific* design has taken the place of fashion. The whole tyre has *inherent* higher mileage and great safety.

We motor under a swingeing load of taxation. We are all tyreborne—and tyres must be chosen for higher mileage and greater safety. Widen your safety margin. Save your money. Fit AVON H.M. —NOW.

(Below) A fine action shot in the Silverstone 1953 Production Sports Car Race on July 18 where Aston Martins gained first, second and third places—all on Avon Tyres.



Reg. Parnell is not concerned with the speed limit shown in this picture during the 1953 British Empire Trophy! He piloted his Aston Martin to victory and established new Average Speed and Lap Records.



Winner of the 3-litre class in the gruelling 1953 Florida Grand Prix, and first British car home, was this Aston Martin driven by Reg. Parnell and George Abecassis.



At the 1953 Goodwood 9-hour International Race, Aston Martins on Avon Tyres scored another record-breaking victory, coming in 1st and 2nd. Drivers found Avon Service at the pit as outstanding as the tyres themselves.



Reg. Parnell writes:—

I have now driven on AVON tyres in six of the world's foremost sports car races. These superb tyres play a decisive part in David Brown/Aston Martin victories. I feel safe on AVON; they give superior adhesion and durability.

Reg. Parnell.

The motoring public writes:—

RAUL JARAS BARROS & CIA.

Av. B. O'Higgins 133,
SANTIAGO, CHILE.

May 22nd, 1952.

I am pleased to inform you that, during the recent season, I have been able to run, on two principal occasions, with my Chevrolet fitted with 6.70 x 15 Avon Tyres.

The first race was from Puerto Montt to Santiago, over rough roads (1200 kms.) in three stages. Fortunately I got the first place on the first stage. Your tyres (6 ply, reinforced) proved to be really splendid because I had not a single difficulty with them, although I reached—in some parts—over 160 k.p.h.

A few days afterwards, with the same tyres, I took my part in a circuit race, over paved roads, and I was running at an average speed of 145 k.p.h., during 87 minutes, over terrible curves. . . . This is a very nice performance, and your tyres are still in use. Fortunately I got the first place in this race!

Raul Jaras (Jr.).

14 Castle Street,
Wallingford, Berks.

July 16th, 1953.

On January 27th, 1951, I fitted to my Austin 18 h.p. 6-seater Hire Car, two 6.50 x 16 Heavy Duty (H.M.) Tyres.

They have now completed a mileage of 40,500 miles, and are still running. I might also state that this has been completed without a single puncture, which I think is an excellent performance, considering I travel over all conditions of country roads, and at times with heavy loads.

P. A. Messenger.

23rd January, 1953.

Nearly seven years ago, I fitted 5.75 x 16 Avon Tyres to the rear wheels of my 12 h.p. Morris, and today there is still a little tread left after 44,000 miles. Not a high mileage to do in the time compared with some people, but I am an average motorist, who uses his car to and from work every day, for pleasure jaunts, holidays and what not. . . .

I would like to say thank you for a product well in keeping with British tradition, for excellent value for money, and in fact, for all that which is summed up in the word Quality.

(Name and address supplied)

Barrs Court Road,
Warmley.

April 24th, 1953.

I shall be glad if you will arrange to have the AVON H.M. cover I sent to you retreaded. This cover has given me excellent service. I have used it continuously for nine months on a delivery round and I estimate it has done more than 30,000 miles and is still in very good condition.

D. H. Dunford.

June 27th, 1953.

I thought you may be interested to hear of the very excellent service I have had from the Avon tyres fitted to my Vauxhall Velox.

I took delivery of the car in November last year, mileage to date being 19,100 and I have yet to have my first puncture. One tyre was changed after being on the road for 15,000 miles most of which was done on near side front, another 2 tyres were changed yesterday having done 19,100 miles on the road.

I have been motoring since 1926 but have never had such good service from any tyres.

(Name and address supplied)

The originals of these letters may be inspected at the offices of The Avon India Rubber Co.

AVON

1953 successes on Aston Martin include

8th March 1953	FLORIDA INTERNATIONAL 12-HOUR GRAND PRIX	1st in 3-litre class. First British car to finish 2nd in General Classification (Reg. Parnell & G. Abecassis)
25th April 1953	MILLE MIGLIA	First British Car to finish. (Reg. Parnell)
9th May 1953	SILVERSTONE Daily Express PRODUCTION SPORTS CAR RACE	1st (Reg. Parnell) 2nd (Peter Collins)
18th June 1953	BRITISH EMPIRE TROPHY	1st & OUTRIGHT WINNER (Reg. Parnell) establishing new Average Speed & Lap Records.
18th July 1953	SILVERSTONE Daily Express INTERNATIONAL SPORTS CAR RACE	1st (Reg. Parnell) 2nd (R. Salvadori) 3rd (P. Collins)
15th August 1953	CHARTERHALL	Unlimited Sports Car Event 1st (Reg. Parnell)
22nd August 1953	GOODWOOD INTERNATIONAL 9-HOUR RACE	1st (Reg. Parnell & E. Thompson) 2nd (P. Collins & P. W. C. Griffith) Also Record Average Speed— 78.94 m.p.h.
5th Sept. 1953	R.A.C. International TOURIST TROPHY	1st (P. Collins & P. W. C. Griffith) 2nd (Reg. Parnell & E. Thompson)





It's no exaggeration!



higher mileage is a REALITY!

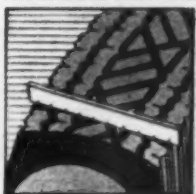
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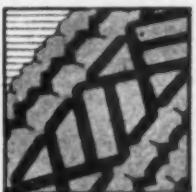
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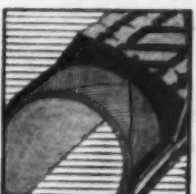
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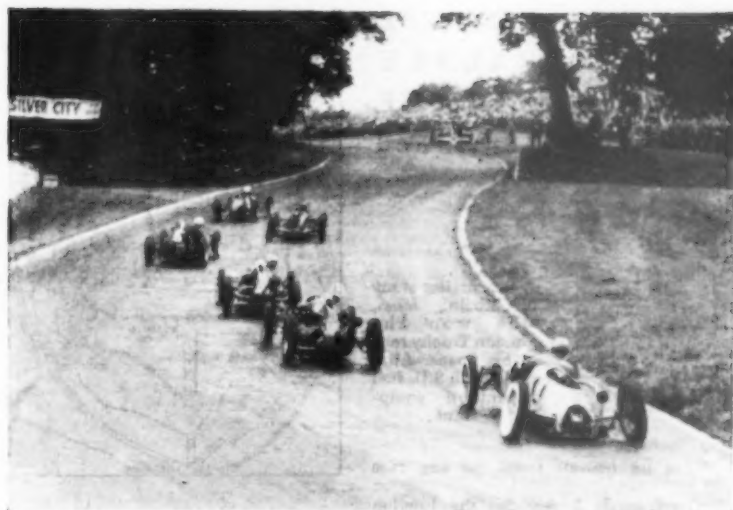
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GOOD RACING AT LONDON'S CIRCUIT : STIRLING MOSS WINS LONDON TROPHY

The leaders in the formula 3 race final climb Anerley Ramp, out of Ramp Bend ; S. Lewis-Evans (Cooper) leads from Don Parker's Kieft, while L. Leston (Leston Spl), in the foreground, chases Stirling Moss' Cooper.

CRYSTAL PALACE FINALE

IN spite of threatening clouds at intervals, the weather remained kind to the Half-Litre Club's Crystal Palace race meeting last Saturday. No rain fell, and a sizable crowd saw some very good racing and close finishes. The principal events of the day were the Redex Challenge Trophy race for formula 3 cars, and the formula 2 London Trophy race; both of these were won by Cooper cars, the former by young Stuart Lewis-Evans, the latter by Stirling Moss. Boris (Bob) Said, the American driver, made a successful debut in this country by winning the race for sports cars of under 1½-litre capacity in his Osca; M. J. Keen carried off first place in the 2½-litre sports car event in R. J. Chase's Cooper-Bristol, and the consolation race for those formula 3 drivers who were not fortunate enough to get into the final of their main race was won by that consistent trier, J. F. Westcott, in his Kieft. A good day's sport, and one that should further enhance the popularity of "the Palace" as a motor racing venue.

SOMEHOW, both this year and in the brief period during which the Crystal Palace circuit operated before the war, there seems something faintly incongruous about the idea of a racing circuit in the heart of that enormous, amorphous mass which comprises Greater London. But there is no question of the convenience of the arrangement, for competitors and spectators alike—except, naturally, for those living in the north of England or otherwise out of range. There is also no question of the fact that this is a genuine road circuit, as opposed to the large run of airfields, and it includes almost all of the possible features of a classic circuit; both up and down gradients, a variety of bends, good landmarks, formidable trees to deter the over-enthusiastic driver, good spectator vantage points—in short, it is

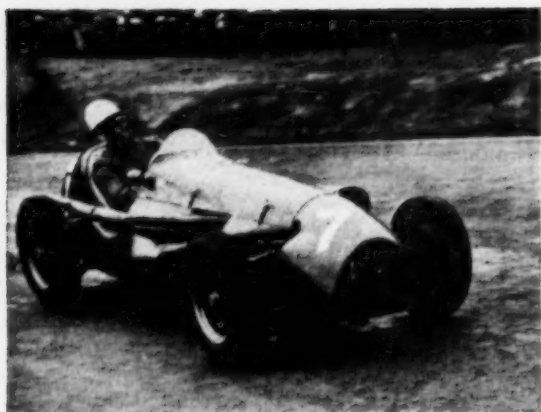
deservedly successful. Its one shortcoming, of course, is the undeniable fact that a lap distance of only 1.39 miles is too short; it does not allow for much straight in which passing may be carried out, and it seems rather crowded. But even this disadvantage has its compensations from the spectator's point of view, and for short-distance races the cars are passing with satisfying frequency, and are in view for a fairly large proportion of the total lap distance.

The formula 3 race in last Saturday's programme had all the ingredients for success, and did not disappoint; it was run

in three seven-lap heats and a ten-lap final, dispersed among the other races to give greater variety. In the first heat Don Parker, although beaten off the line by Bueb's Arnott, had pushed his familiar maroon Kieft into the lead by the first corner and was never headed. Heat Two saw young Stuart Lewis-Evans, in Francis Beart's lightened and highly tuned Cooper, streak away from the field and win very easily; Stirling Moss, after an unusually bad start which saw him in sixth place at the first bend even though he had enjoyed pole position on the grid for best practice time, climbed up through the field to

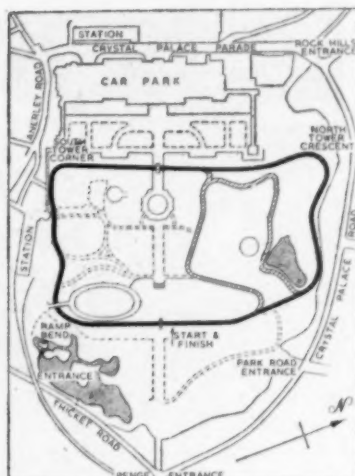


The start of the second race for the London Trophy. Leading round Ramp Bend is H. Gould's Cooper-Bristol, followed by Moss (Cooper-Alta), Rolt (Connaught) and Nuckey (Cooper-Bristol).



CRYSTAL PALACE FINALE continued

A fine action study of Stirling Moss, who won the London Trophy race in his Cooper-Alta, fitted with S.U. fuel injection equipment.



finish second in his Cooper. Headland's Martin fell out after two laps, and George Wicken went very well to take third place in his Cooper. The third heat saw a terrific battle between Brandon's Cooper and Leston's Leston Special, with Gerard's Cooper and Don Gray's Kieft always in close attendance, which ended in a virtual dead heat, Leston getting the verdict by the width of a tyre or so.

The first five finishers in each of these three heats qualified for the final; the starting grid for this was arranged in order of the finishing times of the heats, and when the cars lined up it was seen that the front rank consisted of Lewis-Evans, Moss, Parker and Wicken. Behind them came Bicknell's yellow Staride, Leston and Brandon. When the flag fell Moss again made a bad start and was passed by Brandon and Leston from the second row, while Lewis-Evans repeated his meteoric getaway and led the field away. At the end of the first lap he held a good lead from Parker, with Wicken's Cooper close up and Moss now fourth; at the end of the second lap a gasp from the crowds heralded the appearance of Moss and Wicken side by side, and next time round Stirling's green Cooper was in third place and not far behind Parker. Four laps, and the Kieft and the Cooper were almost touching; but as Moss sought for a chance to pass on the winding uphill stretch to South Tower Corner the Cooper suddenly slowed, to run off the course and come to rest. The carburettor had come adrift, and Moss' race was over.

Meanwhile Leston had vanquished Brandon and Wicken, taking third place with the disappearance of Moss. Still Lewis-Evans led; but as the race entered its closing laps Parker made a grand effort to close up. And close up he did; but passing was another matter. Finally the cars appeared round Park Curve and swept down to the finish with the Cooper still in front; but Parker's Kieft was alongside him, just failing to gain the verdict. A very good race; Leston finished third, also setting up a new formula 3 lap record, and Wicken and Brandon brought their Coopers home fourth and fifth.

PROVISIONAL RESULTS (lap distance 1.39 miles) Rexel Challenge Trophy (Formula 3; heats 7 laps; final 10 laps)

Heat 1: 1, Kieft (D. Parker), 8m 52.2s, 68.34 m.p.h.; 2, Arnott (L. L. Bush), 8m 57.2s; 3, Arnott (J. K. Brise), 8m 58s; 4, Staride (E. Fenning); 5, Cooper (D. Truman). Heat 2: 1, Cooper (S. Lewis-Evans), 8m 25.2s, 69.54 m.p.h.; 2, Cooper (S. Moss), 8m 32s; 3, Cooper (G. Wicken), 8m 54s; 4, Staride (R. G. Bicknell); 5, Cooper (J. Russell). Heat 3: 1, Leston Spl (L. Leston), 8m 56.4s, 67.85 m.p.h.; 2, Cooper (E. Brandon), 8m 56.4s; 3, Cooper (F. R. Gerard), 8m 57.6s; 4, Kieft (D. H. R. Gray); 5, Cooper (R. Nuckey). Final: 1, Lewis-Evans, 11m 52s, 70.28 m.p.h.; 2, Parker, 11m 52.2s; 3, Leston, 12m 0.4s; 4, Wicken, 12m 2s; 5, Brandon, 12m 2.4s.

Fastest lap (record): Leston, 1m 9.8s, 71.69 m.p.h.

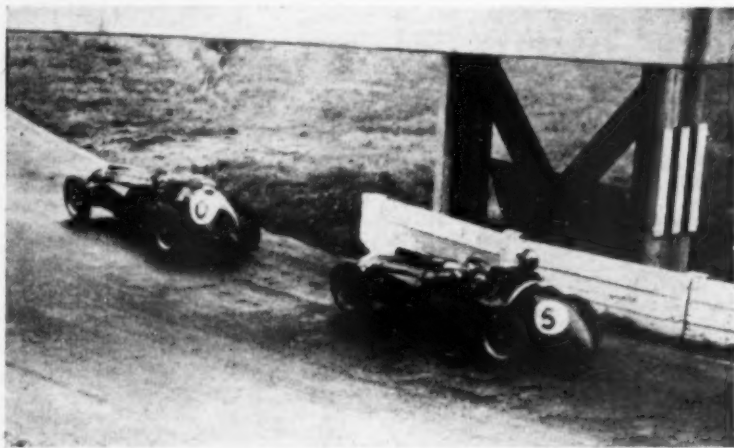
The formula 2 race for the London Trophy had attracted twelve entries, the maximum permissible number of starters in this class on this circuit. To add to the interest from the point of view of the spectators, the race was run in two ten-lap halves, the aggregate times providing the final classification. In actual fact there were but ten starters, for Tony Crook's Cooper-Alta had not recovered from its mishap of the previous week at Snetterton, while—most unfortunately—Ken Wharton had been taken ill and could not drive his Cooper-Bristol.

Starting Grid

Practice times had decided the starting grid used for both halves of this race, and the front rank consisted of Stirling Moss' Cooper-Alta and the Connaughts of Rolt and Ron Flockhart, while behind them came three Cooper-Bristols, driven by Nuckey, Gerard and Gould. Theoretically, that is, for at the start of the first race mechanics were still struggling to try to start Flockhart's works-entered Connaught; they did not succeed, and he was out of the race before it began! This time, Moss made no mistake about the start, and was away as quickly as the Cooper-Alta (with its high bottom gear)

would go; he led easily at the end of the first lap, while Tony Rolt overtook Gould and set off in pursuit. For some laps the green Cooper held its lead from the blue Connaught; but then the gap started to close, and the excited crowds had all the thrill they wanted when Moss, trying very hard, just gained the decision over Rolt at the end of ten hard-fought laps. The Cooper-Bristol of Gerard was third, some distance behind. It afterwards transpired that Moss' car was blowing oil out of the breather (as at the start of the recent Italian G.P.), and the whole of the cockpit, including the pedals, gradually became oil-soaked and slippery.

Flockhart had the Connaught going in time for the second race, which had its full complement of ten runners. At the start, Horace Gould, the burly West-country Cooper-Bristol driver, streaked into the lead from the second rank, a terrific effort; but by the end of the first lap Moss had passed him to lead once more. Nor was he threatened this time; behind him, first Rolt and then Flockhart passed Gould on successive laps, the order then remaining unaltered to the finish. This time, both Gould and Nuckey stayed ahead of Bob Gerard; and then, on the last lap of all, Gerard's Cooper-Bristol



Cooper-Bristol exponents, H. Gould and R. Nuckey, who fought a close duel throughout the London Trophy, are seen here in company beneath Ramp Bridge.

broke a drive shaft and dropped out, putting paid to his chance of a place in the final classification. Therefore, when the arithmetical work was over, Moss had won the London Trophy by three seconds from Roit, while Gould narrowly vanquished Nuckey for third place. Bernard Ecclestone, now getting the hang of his Cooper-Bristol, finished fifth.

London Trophy (formula 2: two 10-lap races)
Race 1: 1. Cooper-Alta 1.960 (S. Moss), 11m 48s, 70.65 m.p.h.; 2. Connaught 1.960 (A. P. B. Roit), 11m 48.4s; 3. Cooper-Bristol 1.971 (F. R. Gerard), 12m 4.4s. **Race 2:** 1. Moss, 11m 36.4s, 71.86 m.p.h.; 2. Roit, 11m 38.8s; 3. Connaught 1.960 (R. Flockhart), 11m 39.8s. **Final Classification (aggregate times):** 1. Moss, 23m 24.2s; 2. Roit, 23m 27.2s; 3. Cooper-Bristol 1.971 (H. H. Gould), 24m 12s; 4. Cooper-Bristol 1.971 (R. Nuckey), 24m 12.2s; 5. Cooper-Bristol 1.971 (B. C. Ecclestone), 25m 41.4s. **Also started:** Gerard, Flockhart, Turner (J. H. Webb), Emeryson (P. Emery), H.W.M. (A. J. Furse). **Fastest lap (equal record):** Flockhart, 1m 5s, 73.59 m.p.h.

The remainder of the programme comprised three events; two for sports cars and the third a consolation formula 3 race. In the Norbury Trophy event (for sports cars of engine capacity between 1½ and 2½ litres), Cliff Davis was for once vanquished in his Tojeiro-Bristol by R. J. Chase's Cooper-Bristol, very well driven by Michael Keen. Ian Burgess' works-entered Kieft got the better of Tony Crook's Cooper for third place; every car in this event was Bristol-engined.

The consolation formula 3 race, in which those drivers occupying sixth to tenth places in the earlier heats were invited to compete, produced almost more thrills than its earlier counterpart. Jack Westcott got the nose of his Kieft in front after two laps and kept it there; but behind him Cowley's yellow Cooper and Berrow-Johnson's Martin had a somewhat acrimonious argument, the latter appearing to be forced on to the grass while attempting to overtake. Cowley stayed in front until the end; but both drivers were afterwards summoned to appear before the stewards of the meeting. Fourth in this event came Lewis-Evans Senior, while his Cooper was followed closely home by the Emeryson of famous motor cyclist Harold Daniell.

Finally came the Anerley Trophy race,



Ken Gregory, secretary of the Half-Litre C.C., brings the chequered flag down from Stuart Lewis-Evans (Cooper), winner of the formula 3 race final by a length from Don Parker (Kieft).

for sports cars of up to 1½-litre capacity. In this Cliff Davis, whose day it clearly wasn't, spun round on the first corner in his Cooper-M.G., restarting at the tail of the field and staying there. Keen took the lead again, this time in the Monkey Stable's Kieft-M.G.; but Bob Said of America, one of the meeting's few foreign competitors, was coming up through the field in his white and blue Osca, finally passing the Kieft to win by almost seven seconds. Behind them, Colin Chapman went very fast with the Ford Ten-engined Lotus, but finally had to give way to Beauman's ex-Hawthorn Riley, who in turn was passed before the end by Blakeley's twin-o.h.c. H.R.G. and Bicknell, appearing for the first time in a Tojeiro-M.G.

And that was that; and the crowds, well satisfied with the afternoon's sport,

gradually dispersed, to leave the Crystal Palace once more deserted except for the prehistoric monsters round the boating lake and the occasional statue.

Norbury Trophy

(Sports cars 1,601 to 2,000 c.c.: 10 laps)

1. Cooper-Bristol 1.971 (M. J. Keen), 12m 38.2s, 66.60 m.p.h.; 2. Tojeiro 1.971 (F. C. Davis), 12m 51.4s; 3. Kieft-Bristol 1.971 (I. Burgess), 12m 51.8s; 4. Cooper-Bristol 1.971 (T. A. D. Crook); 5. Frazer-Nash 1.971 (J. C. C. Mayers).

Anerley Trophy

(Sports cars up to 1,600 c.c.: 10 laps)

1. Osca 1.842 (B. Said), 12m 58.2s, 64.50 m.p.h.; 2. Kieft-M.G. 1.467 (M. J. Keen), 13m 4.6s; 3. H.R.G. 1.496 (D. Blakeley), 13m 12.6s; 4. Tojeiro 1.467 (R. G. Bicknell); 5. Riley 1.496 (D. Beauman).

Consolation Race (formula 3: 10 laps)

1. Kieft (J. F. Westcott), 12m 37.6s, 66.05 m.p.h.; 2. Cooper (A. Cowley), 12m 38.2s; 3. Martin Spl (N. Berrow-Johnson), 12m 42.6s; 4. Cooper (L. Lewis-Evans); 5. Emeryson (H. L. Daniell).

CHARTERHALL CHATTER

WINFIELD JOINT COMMITTEE'S SUNDAY MEETING

IN a commendable effort to encourage the ordinary club member to take part in circuit racing the Winfield Joint Committee organized a handicap race—of two heats and a final—at last Sunday's Charterhall meeting.

Handicapping proved fair and reasonable and, but for a broken wing-stay, Tom Knights' veteran Austin Seven might have been among the first three. Backmarker Jimmy Gibbon (Rover Special) went remarkably quickly to claim third place, while, in the second heat, Gordon Lockhart's vintage Bentley worked its way from fifth to second and is now beginning to reward its owner for the amount of labour he has expended on it in recent months.

This was proved in the final, which he won, as was the adequacy of the handicapping, for such fairly heavily penalized cars as the Frazer-Nashes of Desmond Titterton and John Melvin were well driven to gain awards.

In the ten-lap formula 3 race, Ninian Sanderson drove his Staride with force and style, taking a very clean line through the long sweep of Kames Curve

and coming out of Lodge corner with a celerity that no one could equal. In a duel that never let up for the whole ten laps J. K. Hall (Cooper) managed to stay ahead of Alex McGlashan (Staride), while Cliff Allison (Cooper) tried very hard and the rest of the field were never really in the hunt.

The dull day, with its intermittent showers, cleared a little for a ten-lap race for sports cars of unlimited capacity. Jack Walton's remarkably quick Cooper-Bristol was chased determinedly in the early stages by Bob Dickson (Aston Martin), who altered the scenery at Lodge Corner considerably but got back on the track to proceed unabashed despite his adventures.

Burst Tyres

Following him went Peter Kenneth (Frazer-Nash) who was unlucky enough to burst a tyre and, six laps later, John Melvin (Frazer-Nash) was forced to retire with the same trouble. Thereafter Walton won easily followed by Desmond Titterton (Frazer-Nash), who had driven well

against his countryman Joe Kelly (C-type Jaguar).

In the *formule libre* finale the Flockhart E.R.A. and the Walton Cooper-Bristol were patently in the pink of condition—the E.R.A., of course, being just that much faster and its owner handling it very coolly indeed. Main interest lay in a stern duel between Jock McBain (Cooper-Bristol) and Jimmy Somervail (E.R.A.) and it certainly was a pleasure to see Somervail figuring in the placings, for his E.R.A. has let him down on many previous occasions in the course of the past few seasons.

RESULTS (lap distance 2 miles)

Sports car handicap (heats 7 laps, final 7 laps):
Heat 1: 1. M.G. (W. Scott Watson), 54.5 m.p.h.; 2. M.G. (A. R. G. Finland); 3. Rover Spl (J. E. Gibbon). **Heat 2:** 1. Bentley (H. D. Brown Kelly); 2. Bentley (J. G. Lockhart); 3. Burdon (N. A. Kennedy). **Final:** 1. Lockhart, 67.3 m.p.h.; 2. Kennedy; 3. Vauxhall (A. R. Miller).

Formula 3 race (10 laps): 1. Staride (N. Sanderson), 74.2 m.p.h.; 2. Cooper (J. K. Hall); 3. Staride (A. McGlashan).

Sports cars (10 laps): 1. Cooper-Bristol (J. H. Walton), 79.0 m.p.h.; 2. Frazer-Nash (J. D. Titterton); 3. Jaguar XK120C (J. Kelly).

Formule libre (10 laps): 1. E.R.A. (R. Flockhart), 80.0 m.p.h.; 2. Cooper-Bristol (J. H. Walton); 3. E.R.A. (J. Somervail).



Claude and Pierre Hémard's Panhard comes away from a level crossing on a long minor road detour south of Laon.

or 37 m.p.h., even with a thorough peppering of time controls? But there were five cols in the Pyrenees, four in the Vosges, and col after Alpine col in the final night section. Even main roads were less innocent than their number suggested. Take N437, for example. On Michelin's *Grandes Routes* N437 appears to run handily straight and parallel with the Swiss frontier; behind the wheel N437 is a no-peace-for-the-wicked road, twisting and winding, first through industry and then over the mountains, with the windscreen giving you magic lantern slides of torrents, pines, and fantastic Jurassic gorges.

As for the Alpine cols, Michelin marks long sections of them *difficile ou dangereux*, and anyone who knows the Col du Telegraphe might well agree. This is the dirty end of the pass that ultimately becomes the Galibier. It is rough, narrow, unguarded on the outside and fantastically winding. At speed, one too many seconds

Un Tour MAGNIFIQUE!

FEW SURVIVORS OF 3,638-MILE MARATHON ROUND FRANCE

IF the Grand Tour of the Victorian era was a source of edification for the young, then *le Troisième Tour de France Automobile* was an education in the organization of motoring sport in the grand manner. Your correspondent, if somewhat occasionally sporting, has none the less had ample evidence of the difficulties of organizers in Britain, and to follow the hunt over about a thousand miles and see how the French do it made this particular venture across the Channel as much an escape as Gauguin's dash to Tahiti a century ago.

Consider: the competitors left Nice on September 5 and returned on the morning of the twelfth. Their journey had been composed of three stages—the first of

about fifteen hundred miles, the latter two of about a thousand each—with nine special tests *en route*. The last of these was no less than a hundred-kilometre production car race—forty-seven times round a circuit embracing the Promenade des Anglais, with all the true paraphernalia of racing and watched by thousands of French holidaymakers burned a Moroccan mahogany by the intense Mediterranean sun.

France is particularly well suited to a round-the-country event. The mountainous frontiers—Pyrenees, Alps, Juras and Vosges—enable a route to be planned that invests an innocent-sounding average speed with malevolence. On French roads, one might think, what is around 35

spent looking down thousands of feet at St. Michel de Maurienne might be your last.

Cars were divided into c.c. classes and touring or sports, interest centring on the leaders of the high-performance class at the end of the day (the flaunters of the yellow ribbon of honour while their triumph was maintained), and the leaders in the special tests, competing for the Dubonnet Trophy. There were hosts of other prizes, but at Pau, one day from Nice, an Osca driven by J. Peron and R. Bertramier was the yellow ribbon wearer, while the Type C Jaguar of Roboly and Simone led for the Dubonnet Trophy. The special test, the first, had been a timed climb of the Pyrenean Col de Peyre-



Plantivaux' and Rougier's Panhard on the strangely lonely permanent race circuit at Rheims, five miles of which were used for a special test.



Alphonse de Burnay and Louis Cornet resign themselves to retirement with the D.B.-Panhard at Barcelonnette. The sympathetic crowd commiserates.

Austin Healey

at 142.6 M.P.H

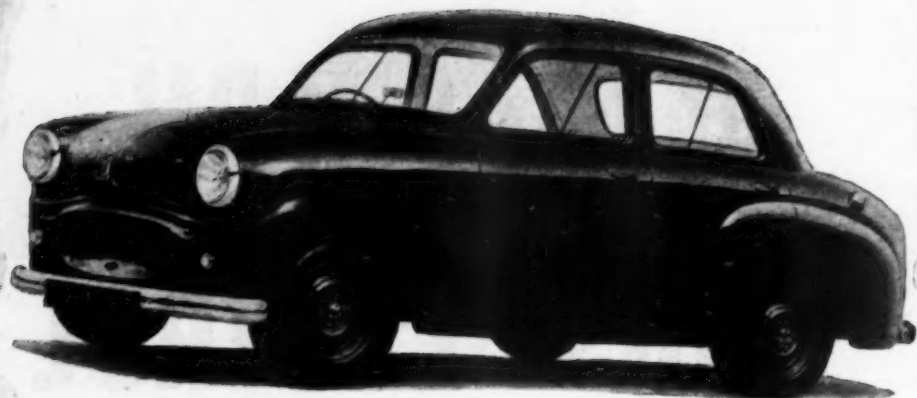
CHOSE CASTROL



At Utah Donald Healey driving his Austin Healey "100" reached a speed of 142.6 m.p.h. over the measured mile. Drivers Healey, Eyston, Bennett, Cooper, Moore and Spear broke over 100 International and U.S.A. Stock Car Records using Castrol X.L. (9-16-9-53).

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Un Tour MAGNIFIQUE!

... continued

sourde over 4.5 km, and proved to be a formidable one.

At the end of the second day (Brest), the yellow ribbon holder was still the Osca, but Jean Behra, the up-and-coming French racing driver, had, with his co-driver A. Barraquet, displaced the Type C Jaguar with a 2.9-litre Gordini, a blue devil of a car that had done a standing start, flying finish, three kilometres at Le Mans in 1m 0.2s.

And of 114 starters, 32 had retired by Brest.

Brest was a night stop, and from there to Nancy was stage two. It began with a standing start, standing finish 300-metre classification test, embraced a 500-metre affair at Roubaix with a flying finish, and a similar one over 8 kilometres of the Rheims Grand Prix circuit. Life was getting tougher still, you see, and as the cars sped singly round the vast open Rheims plain one wondered just how many



The start of one of the heats of the speed test over 60 miles of the Nice circuit.

A flying 1,500 metres began the final stage, after a night stop, and at 7 a.m. on the Friday morning the competitors left Nancy, speeding south after an eastern leg to Strasbourg which brought them in line with the Vosges cols of Luschnach and de la Schlucht, and the descent of the Grand Ballon de Guebwiller. By afternoon they were on the previously disparaged N437 and as the chill of the autumn evening came down from the High Alps they fled over the Col de la Faucille and out of the Juras. By midnight they were in the thick of the dizzy Alpine passes, winding up the long Col de l'Isère around 2 a.m. and making that nasty *Telegraphe* call at three. By the time dawn broke, cold and steely grey in a clear sky, they were on the Col de Vars, and the first car thrummed in to the control at Barcelonnette just after 6 a.m. The sun came up and the people of Barcelonnette learned from the officials that the Gordini once more led in general classification, and also for the Dubonnet Trophy, at the end of the sixth day (Aix-les-Bains).

Nice, and the Sun

The Barcelonnette control was crucial, for thereafter there remained only the Col de la Cayolle and the lovely main road to Nice, three hours away. A shrill police whistle heralded competitors as they came down the market place in a cloud of dust. Some took on fuel, others, more ominously, feverishly tipped up 2-litre tins of oil; Fabre and Cazon's Panhard spewed it out into the dust, and it was plastered all over the back of Thäon and Marion's Renault. There were other troubles; Condillier and Daniel's was simple, a plug lead being adrift on their Renault. Lemercier and Laloue's was not; the crowd oh-oh-ed in sympathy as their Peugeot rolled slowly in, its left rear wheel tracking wildly and front and rear wings smashed. Yet a wheel change sent it on its way again. Not so de Burnay and Cornet in an *Ecurie Jeudi-Bonnet* D.B.-Panhard; they came in fast and very late on a flat tyre and retired.

The mountain sun streamed down. A girl in blue pyjamas and dressing gown ran round the warm square to exercise a dog; a tame fox, tethered to a bumper, playfully fought another dog and challenged the control for interest. As one's eyes went up to the high peaks against the incredible

sky one remembered the popping flash-bulbs in a horrible dawn at Dunkirk amongst the ruins of war. The time for the last competitor passed and your correspondent's final descent to the Mediterranean began, up the fantastically beautiful Col de la Cayolle and down the other side, to pass a wheel-less competitor, one of the Renault 745s, marking a last retirement by resting dejectedly under the frown of the mountains. Farther down a breakdown lorry churned to the rescue up the hair-pins.

At last there was Nice, a-glitter in the Saturday sun, and a timed climb up towards La Turbie on the ascent road to the Grande Corniche. They were unloading the straw bales for the Sunday racing on the Promenade des Anglais and building the tiers of stands. The straw glittered as gold as the sun, and when the lights came in on a warm Mediterranean night the crowds contemplated the surviving cars, silent in the *parc fermé*. Tomorrow they would race.

And race they did, tearing madly round the fast circuit for 60 miles, after a week of gruelling motoring. But it would be wrong to let the excitement of that overshadow the immensity of the road run, as it might easily do. Take three R.A.C. rallies; run them consecutively through Wales, Lakeland and Scotland with a night's rest in between; special tests at Shelsley, Prescott and Silverstone and a production car race finale along Brighton front. You couldn't, though; that, however, is *le grand tour de France*, and the Osca beat the Gordini after all.

RESULTS

General Classification, Sports

1. Osca 1,092 (Peron and Bertramier).
2. Gordini 2,052 (Behra and Barraquet).
3. Gordini 2,073 (Lucas and Crespin).
4. Panhard 745 (Plantivaux and Rougier).
5. D.B. Panhard 745 (Gignoux and Stoeber).

General Classification, Touring

1. Renault 745 (Condillier and Daniel).
2. Renault 745 (Redele and Moser).
3. Alfa Romeo 1,804 (Dubonnet and Mile).
4. Alfa Romeo 1,094 (Thirion and Houët).
5. Renault 745 (Monraisse and Feret).

Dubonnet Trophy: Gordini 2,052 (Behra and Barraquet).

Class Winners: Sports, up to 750 c.c.: Panhard 745 (Plantivaux and Rougier). 1,100 c.c.: Osca 1,092 (Peron and Bertramier). 2,000 c.c.: Ferrari 1,965 (Dumas and Gosses). Over 2,000 c.c.: Gordini 2,052 (Behra and Barraquet).

Touring, up to 750 c.c.: Renault (Condillier and Daniel). 1,100 c.c.: Simca 1,095 (Viazzi and Piro). 1,500 c.c.: Peugeot 1,250 (Goutraud and Pilliat). 2,000 c.c.: Alfa Romeo 1,804 (Dubonnet and Mile). Dubonnet. 3,000 c.c.: Citroën (Ortega and Reboul). Over 3,000 c.c.: Jaguar 3,442 (Novelli and Guido).



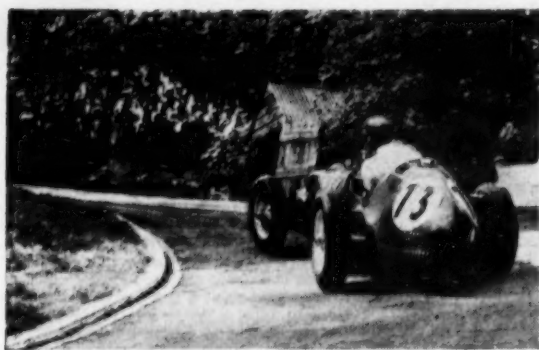
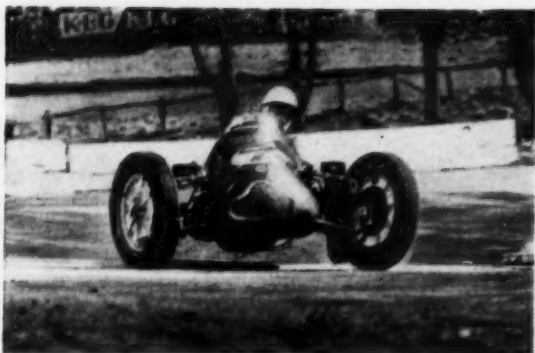
Silent in the *parc fermé* on the front at Nice. The survivors after their run.

were going to arrive in Nice. At the end of the third day (Roubaix) the Gordini had consolidated its position, leading in general classification and for the Dubonnet Trophy, but the Rheims test put the Osca (Peron and Bertramier) back in the general classification lead at the end of the fourth day, though the Gordini still led for the Dubonnet Trophy; Simone and Roboly had crashed badly in a thick fog, and the Type C was therefore out. By the end of the second stage (Nancy), the retirements were up to 36.

The hill-climb at Nancy, on arrival, was typical of the French determination to let nothing spoil *le sport*. Imagine a kilometre of city street, ascending steeply, and thronged with spectators, up which cars tore between nine and eleven of a Thursday morning. That was the "end" of the fifth day and stage two, and the position was unchanged. Class leaders were now as follows:

Sports, up to 750 c.c.: Panhard 745 c.c. (Plantivaux and Rougier). 1,100 c.c.: Osca 1,092 (Peron and Bertramier). 2,000 c.c.: Ferrari 1,995 (Dumas and Gosses). Over 2,000 c.c.: Gordini 2,052 (Behra and Barraquet).

Touring, up to 750 c.c.: Renault 745 (Condillier and Daniel). 1,100 c.c.: Simca 1,095 (Viazzi and Piro). 1,500 c.c.: Peugeot 1,250 (Goutraud and Pilliat). 2,000 c.c.: Alfa Romeo 1,804 (Thirion and Houët). 3,000 c.c.: Citroën 2,867 (Ortega and Reboul). Over 3,000 c.c.: Jaguar 3,442 (Novelli and Guido).



PRESCOTT HILL-CLIMB

BUGATTI OWNERS' CLUB HAVE
RECORD ENTRY FOR FINAL MEETING
OF THE YEAR

Above: Stirling Moss, making a popular reappearance at Prescott after a long absence, takes Pardon Hairpin in the Cooper with determination. Below: George Abecassis in the 2-litre H.W.M. on the same very steep and acute corner.

the road in the Esses, hit the bank and dived down the opposite side, ending up hard against a tree, hurting herself and damaging the car more than somewhat.

The Austin-Healeys were very steady and quiet but Hitchings did not have a second run as it seemed his car was brand-new, and having got to the top of the hill, he remembered it still had to be run in!

The first of the Bugattis, Symondson's Type 57S appeared in the next event and went up through the trees with remarkably little bother; G. E. Davies missed a gear with his S.S. Jaguar 100 and Coleman in the Jaguette ran out of road and went slap into the sandbank.

Oscar Moore's H.W.M. looked very safe by comparison, but soon afterwards Pick arrived in the Pick Special, slid at Orchard, hitting the straw bales, but continued up the hill. Peter Walker, who seemed to be trying hard in the Type C Jaguar, did not succeed in beating his own time made with a similar car last year.

With the start of class 3 came the first of the racing cars, the quick little Rapier with its hard exhaust crackle, the wonderful Bugatti scream echoing amongst the woods as Smith in the Type 51A with twin rear wheels wound his way to the top of the hill. F. le Gallais with his interesting and extremely well-built special with the rear-mounted Jaguar engine kept up his reputation with a fine and well judged climb in 46.44 sec.

Taylor in the stark Caesar Special led off in class 4 and went up the hill in a series of controlled slides. Moss was very

THE rain which fell overnight in most parts of the country made conditions for the first hour a little tricky at Prescott. Competitors in the famous orchard, which on these occasions forms the paddock, were having difficulty in reaching the gateway leading to the starting line and there was much activity with brooms and buckets of water, removing mud from driving wheels.

However, the sun slowly appeared, did battle with the clouds, and the course and paddock area gradually dried up.

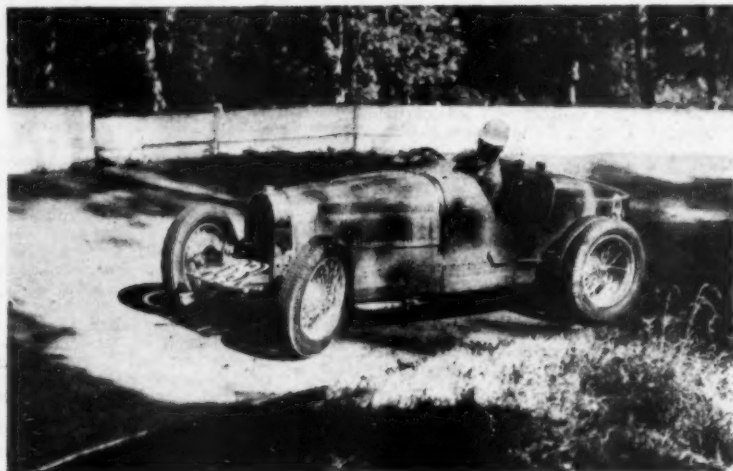
The absence of Ken Wharton, through illness, was much regretted, but the magnificent entry which included Peter Walker with a works C-type Jaguar, Stirling Moss and his Cooper-Alta, M. A. H. Christie and his fast 1,107 c.c. Cooper, as well as F. le Gallais from Jersey with his rear-engined special—to say nothing of Ted Lloyd-Jones and the Triangle Flying Saucer—made each event full of interest and excitement.

Proceedings were delayed by a breakdown in the electrical timing gear and the first event for unblown sports cars up to 1,100 c.c. did not start until just after eleven o'clock. Cleeve with the neat-looking Morris Special made two very consistent climbs and was second fastest in this class, being beaten by Taylor in his M.G. The D.B. Panhard of Trouis and the Dyna Panhard driven by A. P. Hitchings were not quite quick enough, but seemingly fast round the corners.

In the next event H. Porteous had the doubtful honour of being first to bury his car in the sand bank at Orchard but he continued on his way, dropping sand all over the course. Harry Sutcliffe's white Porsche was very steady and quick through the Esses, while Mayers in the Kieft put in a lot of hard work with his centrally placed steering wheel. Hughes in the J.A.P.-twin Tojeiro looked fast and proved it by winning the class.

Mrs. Billie Mitchell seemed to be having difficulty with the Osca, while the Jehu Special with its very unconventional bodywork went up the hill emitting a low whistle.

Dennis Poore in the works-entered Aston Martin DB3S collected fastest time in the class for unblown sports cars up to 3,000 c.c., although Wyatt in his Frazer-Nash ran him very close. Sutcliffe in the white Frazer-Nash came under the bridge very quickly, turned right round at Orchard and returned to the start without stopping. Mrs. Sutcliffe driving the same car was not so fortunate, as she slid across



Representing the spirit of Prescott: S. J. Smith's Type 51A Bugatti on the section between Orchard and Pardon corners.

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CRYSTAL PALACE

HALF LITRE CAR CLUB MEETING

FORMULA III CHALLENGE TROPHY

1st	COOPER	S. Lewis-Evans
2nd	KIEFT	Don Parker
3rd	LESTON SPECIAL	Les Leston

FORMULA II LONDON TROPHY

1st	COOPER ALTA	Stirling Moss
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ANERLEY TROPHY (Sports Cars up to 1,500 c.c.)

1st	OSCA	B. Said
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(Subject to official confirmation)



AND SHELL FUEL

PRESCOTT HILL-CLIMB . . . continued

quick in the Cooper-Alta, while George Abecassis in the H.W.M. suffered from misfiring between the first bends. Peter Walker came up in R. R. C. Walker's Connaught, making it look so simple.

Stirling Moss appeared again in class 5 for formula 3 cars, with the Cooper, to be followed by Leston in the Leston Special with white wall tyres. McDowell went away very determined with the Tiger Kitten, while Phillips, in his Cooper, lost a gear between the bends, turned round half way up and coasted back to the start.

Exhaust noises had been increasing and the spectators began to feel they were getting their money's worth when Peter Stubberfield made a beautiful climb in his Type 35C Bugatti, the smell of racing fuel and Castrol R lingering amongst the trees, only to be rudely dispersed as Lloyd-Jones shattered the atmosphere with the Tri-angle Flying Saucer.

Berry's coil-spring suspended Type 51 Bugatti did well to collect 3rd fastest time in this class. Pinkerton with the Steyr-Allard had his share of fun on his second run; sliding between Orchard and Pardon corners, he continued through the Esses, only to be drawn, as if by a magnet, through the hedge into Allard Gap.

Although there were no three-cylinder engines entered in Class 6, the 1,100 c.c. Cooper carrying No. 109 must have thought it deserved another cylinder, as it appeared to be working overtime, being driven by Mrs. Nancy Mitchell, John Cooper, Stirling Moss and Rivers Fletcher during the day and going magnificently at all times. Bradnack with the blown Cooper seemed to have almost too much power under his foot; Air Vice-Marshal Bennett, on the other hand, had the power but no drive as he shed a chain on his second run just after leaving the starting line. Christie with the 1,107 Cooper went through the Esses in controlled slides, his third run of 44.39 sec. being his best and also fastest time of the day.

The Le Mans Winner

Between these events, Peter Walker and Stirling Moss made a triumphant ascent of the hill in the Le Mans-winning Type C Jaguar, and Ken Richardson drove up the very fast Triumph sports car. There was also the Bugatti cavalcade, headed by that impressive machine the Royale saloon. Passengers in the cars taking part varied from whole families to very small boys in Bugatti blue overalls and very large dogs in leather collars. The condition of the cars was a credit to their owners.

The Bugatti handicap produced a fine field for the last event. Stubberfield, a scratch man led off, Robins with the Type 51 followed him, while Henderson held a slide well and was very quickly up the hill. The rather long Type 57S driven by Symondson appeared almost silent after the preceding blown cars which howled their way up through the hill like a cloud of banshees. Virr's big saloon with enclosed rear wheels shaved the bank on his second run, and Raven looked most unhappy as he made his way up blowing out steam and dropping oil, which caused some delay while it was cleared off the course.

As usual the day's programme had been a lesson in organization with everyone enjoying themselves and an international flavour being provided by Said with the



Peter Walker, driving the Le Mans Jaguar XK120C, enters the Esses on Prescott's wooded hillside. An idea of the crowds can be obtained from this picture.

Oscar, the Panhards (D.B. and Dyna), and the le Gallais Special.

PROVISIONAL RESULTS

The Six Fastest: Cooper-J.A.P. 1,107 (M. A. H. Christie), 44.39 sec.; Cooper-J.A.P. 1,100 (S. Moss), 46.35 sec.; Gallais-Special, 3,422 (P. le Gallais), 46.44 sec.; Cooper-Alta 1,960 (S. Moss), 46.48 sec.; Cooper-J.A.P. 297 (C. A. N. May), 46.50 sec.; Cooper 1,095 (W. D. D. Knight), 46.68 sec.

Sports Cars—Up to 1,100 c.c.: 1. M.G. 1,008 (G. P. Taylor), 55.52 sec.; 2. Morris Special 1,086 (W. A. Cleave), 55.46 sec. **Up to 1,600 c.c.:** 1. Tojetto 1,184 (P. S. Hughes), 50.55 sec.; 2. Lester-M.G. 1,467 (G. A. Ruddock), 50.69 sec. **Up to 1,600 c.c.:** 1. Aston Martin 2,922 (D. Poore), 50.30 sec.; 2. Frazer-Nash 1,971 (R. Wyatt), 50.64 sec. **Over 1,600 c.c.:** 1. Jaguar 3,422 (P. D. C. Walker), 49.69

sec.; 2. Jaguette 2,664 (W. Coleman), 50.09 sec.

Racing Cars—Up to 1,600 c.c. supercharged or 4,500 c.c. unsupercharged: 1. Gallais Special 3,422 (P. le Gallais), 46.44 sec.; 2. Bugatti 1,462 (R. J. Smith), 46.78 sec. **Up to 600 c.c. supercharged or 2,800 c.c. unsupercharged:** 1. Cooper-Alta 1,960 (S. Moss), 46.48 sec.; Connaught 1,960 (P. D. C. Walker), 47.10 sec. **Up to 600 c.c. unsupercharged:** 1. Cooper 497 (C. A. N. May), 46.50 sec.; 2. Kieft 497 (D. Boshier Jones), 47.18 sec.

Racing Cars—Over 1,600 c.c. supercharged or 4,500 c.c. unsupercharged: 1. Bugatti 2,201 (P. J. Stubberfield), 46.70 sec.; 2. Bugatti 2,270 (C. S. Henderson), 48.80 sec. **Two- or Three-cylinder Cars exceeding 600 c.c.:** 1. Cooper 1,107 (M. A. H. Christie), 44.39 sec.; 2. Cooper 1,100 (S. Moss), 46.35 sec. **Bugatti Handicap:** 1. Bugatti 1,496 (P. J. Somerset), 44.19 sec.; 2. Bugatti 3,257 (J. J. Virr), 45.90 sec.

PETERBOROUGH TO SILVERSTONE

ON Saturday the Peterborough Motor Club's third race meeting at Silverstone was attended by a satisfactorily large number of members and friends of the organizers and the invited clubs and was run in a pleasantly informal atmosphere of families picnicking round the circuit. A varied and full afternoon's racing included eleven events, catered for all tastes and was thoroughly enjoyable.

It was sad during the first race to see a minor pile-up that put two interesting cars out of subsequent events. H. J. Orr-Ewing's 4½-litre Bentley came round Woodcote to find L. Gibb's Riley on the grass verge and R. W. Fitzwilliam's Alfa Romeo in the process of leaving the grass to rejoin the race and occupying half the track. Orr-Ewing had no choice but to join the *mêlée*, as there was no room to get round. He damaged the front axle, right-side spring and radiator of his own car and did the Alfa very little good in the process.

The five-lap handicap for Bentleys, 30-98 Vauxhalls, Mercedes and Sunbeams was thoroughly rousing, though the latter two *marques* were not represented. During the last lap G. H. G. Burton's 4½-litre Bentley thundered up through most of the field to take the lead. In the five-lap scratch race for cars up to 1,250 c.c. L. Gibb's Riley led from the start but not without considerable harrying by N. S. D. Allen's Lotus, which pressed him all the way and several times looked like passing.

The 1,501-2,000 c.c. and over 2,000 c.c. classes were run together in a five-lap scratch race. On the grid were, among several interesting cars, Dr. Ewen's 12-litre Italia, towering head and shoulders above the Lilliputians, M. W. Head's XK120C Jaguar, P. D. Gammon's very

quick 1,467 c.c. M.G. and a K3 Magnette. Gammon took the lead with P. Waring's Talbot-Darracq second and the C-type Jaguar third. It was not until the third lap that the Jaguar passed the Talbot, but it never succeeded in taking Gammon's M.G. The K3 Magnette unfortunately shed a con-rod through the sump.

In the 750 c.c. and 1,172 c.c. formula race the cross-country propensities of W. M. M. Nott's little Austin were amazing to watch; each time round it took to the grass outside Woodcote and leapt gazelle-like across the rough ground. The Motor Sport Trophy handicap proved another win for Gammon's M.G. which, starting from scratch, passed no fewer than six cars during the last lap. W. F. Moss' 1,750 c.c. Alfa Romeo, which had been leading in points for the Trophy, was missing badly and finished last.

PROVISIONAL RESULTS

5-lap Handicap Races. I. Vintage Cars: 1. Alfa Romeo 1,785 (W. F. Moss), 2. Bugatti 1,496 (A. P. Emminson), 3. Bugatti 1,496 (J. R. Pratt), 4. 1. Austin Special 1,079 (A. M. R. Mallock), 2. H.R.G. 1,496 (D. R. Lord), 3. Bentley 1,172 (W. G. Marriott), 4. 1. Riley 1,088 (L. Gibb), 2. J.A.G. 1,496 (R. D. Steed), 3. M.G. 1,467 (P. D. Gammon), 4. 1. Alfa Romeo 1,785 (W. F. Moss), 2. Bentley 4,598 (J. A. Walker), 3. Bentley 4,598 (J. H. Bailey), 4. 1. Jaguar XK120 3,442 (J. G. S. Sears), 2. Aston Martin DB2 2,560 (P. A. Eveyard), 3. M.G. 1,467 (P. D. Gammon), 4. Bentley 4,598 (G. H. G. Burton), 2. Bentley 4,598 (J. H. Bailey), 3. Bentley 2,560 (P. Morgan).

5-lap Scratch Races. IV. Up to 1,250 c.c.: 1. Riley 1,088 (L. Gibb), 2. Lotus 1,172 (N. S. D. Allen), 3. Fiat Bailla 995 (C. Le B. Metcalfe), 4. 1,251-1,500 c.c.: 1. M.G. 1,467 (P. D. Gammon), 2. M.G. TD 1,467 (T. W. Darque), 3. J.A.G. 1,468 (R. D. Steed), 4. 1,501-2,000 c.c.: 1. M.G. 1,467 (P. D. Gammon), 2. L.M.C. 1,971 (P. Baxter), 3. Frazer-Nash 1,971 (C. A. S. Brooks), 4. Over 2,000 c.c.: 1. Jaguar XK120C 3,442 (M. W. Head), 2. Talbot Darracq 4,492 (P. Waring), 3. Jaguar XK120 3,442 (J. G. S. Sears), 4. Vt. 750 cc. Formula: 1. Simplicity itself 747 (J. S. French), 2. Arden 749 (J. W. Whitehouse), 3. Austin Sports 747 (R. H. Grimsey), 4. 1,172 c.c. Formula: 1. Lotus 1,172 (N. S. D. Allen), 2. Austin Sp. 1,099 (A. M. R. Mallock), 3. B.B.S. 1,172 (H. M. Barron), 4. Motor Sport Trophy Race: 1. M.G. 1,467 (P. D. Gammon), 2. H.R.G. 1,496 (D. R. Lord), 3. Jaguar XK120 3,442 (J. G. S. Sears).

THE SPORT

by

J. A. Cooper

Mrs. Billie Mitchell, driving the Anglo-American stable's Osca at Prescott on Sunday, awaits the signal to go. The American owner, Bob Said, is leaning over the car, which ran in the American racing colours of white and blue.



MONTE CARLO RALLY • MODENA • GOODWOOD

THE regulations for the 1954 Monte Carlo Rally have now been issued, evidence of the swift passage of time—it seems only a month or so since the last one! As previously stated in this column, the main points of difference in the forthcoming rally from its predecessors are: a return to the inclusion of Athens as a starting point, the establishment of the last 165 miles of the road section as a rather complicated regularity test in four sections (which should weed out the survivors in no uncertain manner), and the return to the hectic dash round the Monaco G.P. circuit in Monte Carlo itself as the final test of all.

The general average speed over most of the road section remains at 50 k.p.h. (31½ m.p.h.) minimum and 65 k.p.h. (40 m.p.h.) maximum. For the aforementioned regularity test, competitors may choose their own speed between 45 and 65 k.p.h., but this must be maintained as nearly as possible on each of the four sections, the second section being taken as the master by which the others are judged; this section consists almost solely of the notorious Col des Lecques, up one side and down the other. In the final test, each competitor must cover five laps, the fastest to count, his lap time then being multiplied by a coefficient depending on engine capacity. One way and another, this should be quite a rally!

The British quota of entries has been increased again, this time to 125 cars. Other nations rate as follows: France 135, Germany 40, Sweden 30, Italy 20, Holland, Finland, Norway and Portugal 15 each, Belgium, Greece, Ireland, Monaco and Switzerland 10 each, America, Denmark, Luxembourg, Spain and Yugoslavia five each, and five for any other nationalities; total 490 possible entries.

All applications for entry to be made to the national club of the country concerned (in our case the R.A.C.) before October 26 at latest, stating the make of car to be used and the entrant's previous competition record. The national clubs then have the task, if there are more applications than the quota will allow, of selecting those who will be permitted to enter.

WITH no Ferraris running, the entry list for last Sunday's Modena G.P. was small, and Maseratis had no opposition. From the rolling start to the finish of the 100 laps of the 1.43-mile circuit (the perimeter track of the local aerodrome), Fangio and Marimon were unchallenged, and ran in close company until shortly before the end of the race, when Marimon's car lost speed. Bonetto, Graffenried and Giletti followed and though Trintignant (Gordini) and Salvadori tried hard to keep amongst them, they both fell by the wayside. McAlpine suffered from oiling trouble which delayed him, but he eventually finished, while John Coombs on the third works Connaught handed over to Salvadori, but the car went out with engine trouble. In spite of a pit stop Trintignant got back into the running and at two-thirds distance Giletti retired with a broken valve and Bonetto with a broken gear box, which let Graffenried into third

place with Trintignant fourth. Fangio ran the whole race completely unchallenged and adjusted his pace to suit Marimon, who was seldom more than a few feet behind until his car went sick.

RESULT (race distance 143 miles, 100 laps)
1. Maserati (J. M. Fangio), 1hr 52m 8.9s, 76.6 m.p.h.; 2. Maserati (O. Marimon), 1h 52m 48s; 3. Maserati (K. Graffenried), 98 laps covered; 4. Gordini (M. Trintignant), 96; 5. Gordini (H. Schell), 89; 6. Osca (L. Chiron), 87; 7. Connaught (J. Claes), 69; 8. Connaught (K. McAlpine), 67
Fastest Lap: Maserati (J. M. Fangio), 1m 5.4s, 77.99 m.p.h.



IT is with regret that I have to record the death of another racing driver; Charles de Tornaco, a principal member of the Belgian *Ecurie Francorchamps*, who was killed when his Ferrari overturned during practice for the Modena Grand Prix. Tall and fair haired, de Tornaco was only 26 years old; he was a student, the son of Baron de Tornaco, whose name is one of some consequence in Belgian

COMING SHORTLY

SEPTEMBER 26.—B.A.R.C. International race meeting, Goodwood, near Chichester, Sussex, 2 p.m.

26.—County C.C. (Derbyshire). Driving Test meeting, Burnaston Airport, near Derby.

26.—Ulster A.C. hill-climb, Knockagh, N. Ireland.

26-27.—Lancashire and Cheshire C.C. Lakeland Rally.

26-27.—East Anglian M.C. Clacton Rally, Snetterton, near Thetford, Norfolk, 4.30 p.m.

27.—West Hants and Dorset C.C. Knott Cup and Team Trial, Bovington Camp, near Wareham, Dorset, 12 noon.

27.—Wolseley Horner S.C. Rally and driving tests, Stoney Cross Aerodrome, near Ringwood, Hampshire, 11 a.m.

27.—Singer O.C. Road Navigation Rally, Wee Walf Roadhouse, near Reading, Berkshire.

27.—750 M.C. U.H.U.L.M.C., Hants and Berks M.C. Rushmoor sprint meeting, Fleet-Aldershot road, Hampshire, 2 p.m.

27.—Avis O.C., Avis and Lea-Francis Registers. Driving tests, Whelpley Hill, near Bovington, Hertfordshire, 11 a.m.

27.—North London E.C.C. Point-to-point, Whelpley Hill, near Bovington, Hertfordshire, 11 a.m.

27.—Bentley D.C. Firie hill-climb, near Lewes, Sussex, 2 p.m.

27.—B.A.R.C. (N.W. Centre). War of the Roses Inter-Centre Trial, Royal Oak Hotel, Cherley, Lancashire, 12 noon.

OCTOBER 3.—Bristol M.C. and L.C.C. National race meeting, Castle Combe, near Chippenham, Wiltshire, 1 p.m.

3.—Lancashire A.C. Davis Trophy and Lancashire Cup Trial, near Blackburn, Lancashire, 1 p.m.

3.—Herts County A. and A.C. Speed hill-climb, Westbrook Hay Estate, near Hemel Hempstead, Hertfordshire, 2 p.m.

3.—Mid Cheshire M.C. Race meeting, Oulton Park, near Tarporley, Cheshire.

3-4.—Hants and Berks M.C. Night Navigation Rally, Hawley Hill Hotel, near Camberley, Surrey.

3-4.—Sunbeam-Talbot O.C. Rally to Scarborough, Yorkshire.

3-4.—Vintage S.C.C. Welsh Rally, Presteign, Radnorshire.

4.—Bari Grand Prix, Italy.

4.—Coupe du Salon, Monthéry, France.

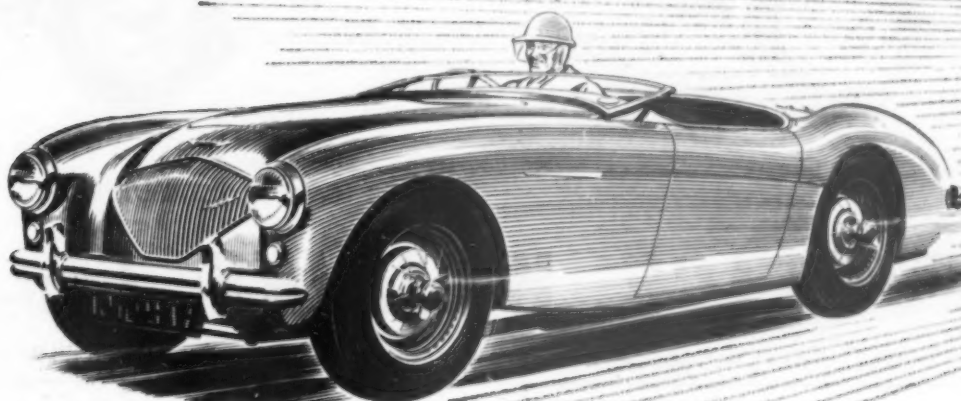
4.—Half-Litre C.C. Race meeting, Brands Hatch, near Farnham, Kent.

4.—Middlesex County A.C. Gymkhana, Rectory Farm, The Ridgeway, Enfield, Middlesex, 2.30 p.m.

4.—Blackburn Welfare M.C. Race meeting, Brough Aerodrome, Yorkshire, 12.30 p.m.

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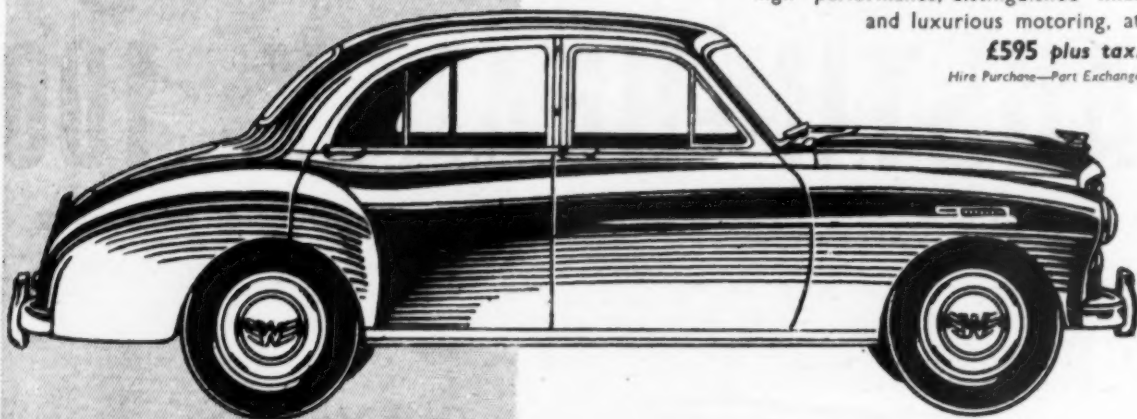


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FORMULA 'A'

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motoring history. Charles had been racing for some three seasons, at first with a Veritas, later with the four-cylinder formula 2 Ferrari in which he met his death.



THE last big B.A.R.C. Goodwood meeting of the season takes place tomorrow, and a very fine entry has been received. The formula 2 Madgwick Cup race will see Moss (Cooper-Alta) matched against the Cooper-Bristols of (among others) Wharton (if he is fit again), Gerard, Gould, Nuckey and Duncan Hamilton, four Connaughts (including Salvadori and Rolt), Leston's 1,100 c.c. Cooper-J.A.P., Volonteri's Maserati, Sturzebecher's Meteor-Veritas and others. The two *formula libre* races (for the Woodcote Cup and the Goodwood Trophy) will bring many of the above out again, together with Fangio, Wharton and possibly another driver with B.R.M.s, Flockhart and Graham Whitehead with E.R.A.s, and the Thin Wall Spl Ferrari, which will be driven on this occasion by Mike Hawthorn. Then there are a sports car scratch race and two handicaps, one for sports and the other for racing cars; among the sports cars to watch will be the new 2-litre Maserati of S. G. Greene, fresh from the factory, which is to be driven by Roy Salvadori. And last to be mentioned, but by no means least, a formula 3 race with Moss, Parker, Leston, Lewis-Evans and all the other established stars.

First race 2 p.m.; admission to enclosures 6s. The B.R.M. Association will have information tents in the public enclosures, one of which will contain a B.R.M. engine and other components on show; admission free.



FOR those unfortunate who are unable to get to Goodwood—and also, of course, for those who do go—the national race meeting at Castle Combe on Saturday, October 3, should prove a great attraction. Many of the drivers competing at Goodwood will also be at Castle Combe; it will be the first occasion on which a B.R.M. has competed there; it is a good course at which to spectate; and for the first time there will be grandstand accommodation available. Castle Combe circuit is near Chippenham, Wiltshire; the admission charge for a car complete with all occupants is 10s (park alongside the circuit), or you can leave the car outside for 5s and walk in for 2s 6d; a grandstand seat (which includes admission to the paddock) costs 15s, but application for the latter must be made before Wednesday, September 30, to the Hon. Treasurer, Bristol M.C. and L.C.C., 5, Goldney Avenue, Bristol, 8, enclosing a stamped addressed envelope for reply.



OF the 79 starters in Norway's recent Viking Rally, only two were non-Scandinavian in origin—a disappointment, as this event was one of the qualifying rallies for the Touring Championship of Europe. One of the two was the Jaguar Mark VII of Ian and Pat Appleyard; but they were put out of the running by a crash which damaged the steering gear but fortunately not the crew. The other "foreign" entry was the Fiat 1,100 of Polensky and Schluter, from Germany, and they put up a terrific show, winning

their class and finishing second in general classification to the winners, C. A. Johansson and G. Jensen in a Ford Zephyr. The event proved tough enough for everyone, there being twenty retirements. The winner of the third class (1,101 to 1,500 c.c.) was the Simca Aronde driven by E. Hellum and K. Griff-Muller.



A CROWD of 3,000 people saw 500 c.c. car racing added to the motor cycle events for the first time on the recently extended 1.3-mile circuit at Cadwell Park, near Louth, Lincolnshire, on Sunday. The course includes a half-mile straight leading to the 1 in 9 Coppice Hill, several tricky S-bends, a short sharp rise of 1 in 3½ known as The Mountain, and a tight hairpin.

Of the seven starters in the scratch race only three finished. H. Frow's Cooper-J.A.P., leading in the first lap, appeared to miss a gear at the foot of The Mountain and in the resultant *mêlée* R. T. Learman's Cooper-J.A.P. spun round completely and subsequently retired. R. T. Spreckley's Cooper-J.A.P. went to the front when Frow disappeared on the fifth lap, and two laps later C. D. Headland (Martin-Headland), who was then second, retired when his rear suspension came adrift. Spreckley led S. Bloor (Cooper-J.A.P.) over the line to win by two-fifths of a second.

Seven cars appeared for the handicap, which provided a thrilling spectacle as back-marker Headland fought his way to the front to win.

RESULTS (lap distance 1.3 miles)

Scratch race (10 laps): 1. Cooper-J.A.P. (R. T. Spreckley), 15m 56.4s, 56.1 m.p.h.; 2. Cooper-J.A.P. (S. Bloor), 5. Cooper-J.A.P. (J. Higham).

Handicap race (10 laps): 1. Martin-Headland-Norton (C. Headland), 15m 40s, 57.15 m.p.h.; 2. Cooper-J.A.P. (R. T. Spreckley); 3. Cooper-J.A.P. (S. Bloor).

CLUB NEWS

Liverpool M.C.—When most people were in bed listening to a gale, 40 stalwarts assembled on a lonely moorland track, 1,500 ft above sea level, for the Horsman Trophy driving competition. A notice was displayed at the start—"No petrol anywhere; no breakfast at the finish; dress optional"—testifying to the organizers' avowed intention that the competition should test driving skill and make no concessions to bodily comforts or the social side.

The 150-mile route included some extremely difficult going in the Welsh hills and everyone lost marks on the road. The winner, B. Davies, put up a remarkable show, losing only 40 marks.

RESULTS

Horsman Trophy: Morris Minor (B. B. Davies) 2; 55 B. Jaguar 100 (N. Silverston), 5; Morris Van (supercharged) (C. Mudd), 4; M.G. (G. Hoyle), 5; H.R.G. (J. T. Butterworth), 6; Dellow (C. Edge).

Morecambe C.C.—An entry of 31 cars gathered at Leighton Hall, Warton, in Lancashire, for the club's first speed hill climb, held on Sunday, August 30. Two practice runs were demanded of every competitor and Bramley's 1,486 c.c. A.G.S. blew up during his second run. This was the only casualty.

The course was ¼ mile long and contained a particularly deceptive long right-hand bend. The maximum gradient was 1 in 8 and some very fast climbs resulted. B. Crabtree's Stage Five TB M.G. put up fastest time of 19.2s, followed by K. Henriot's Jaguar XK120 in 20.4s.

RESULTS

Open cars.—Up to 1,500 c.c.: TB M.G. (B. Crabtree), 19.2s. 1,500-2,000 c.c.: 8.8.100 (A. R. Eastwood), 21.8s. Over 2,000 c.c.: Jaguar XK120 (K. Henriot), 20.4s. Closed cars.—Up to 1,200 c.c.: Ford Ten (R. Lamb), 30.5s. 1,201-2,000 c.c.: Lancia (P. Cokerill), 26s. 2,000-3,000 c.c.: Austin A.50 (G. Parkes).

North Midland Motor Club.—Regulations and entry forms will be available shortly for the Hopkinson Cup Trial (closed semi-sporting trial for standard cars only) on Sunday, October 18, at 2.30 p.m. The course, which

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- SUNBEAM Tailor '98 Drophead coupe, first registered January 1952. Finished in blue with beige upholstery.

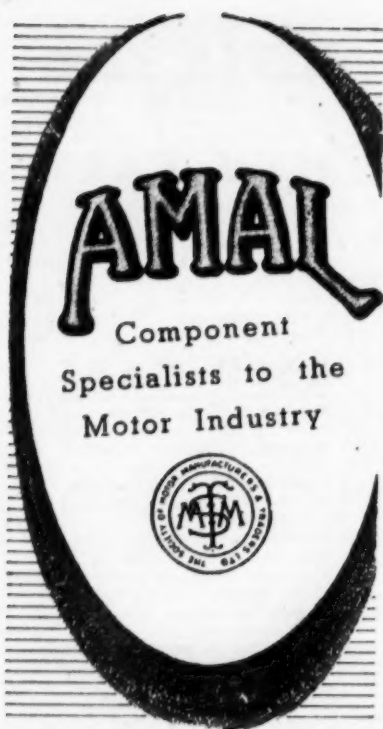
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A 1949 model Frazer-Nash was one of only eight English cars to be awarded a Coupe des Alpes in the 1953 International Alpine Trial.

A privately-owned 1950 model Frazer-Nash was 1st in the up to 2-litre category in the 1953 International 9-Hours Race at Goodwood, and 6th in General Classification. (This same Frazer-Nash was 4th in General Classification in 1952). In the 1953 event, the team of Frazer-Nashes won the coveted Team Award.

A privately-owned 1949 model Frazer-Nash was the winner of the 2-litre Class in the 1953 International 1,000-Kilometres Sports Car Race over the Nurburg Ring circuit.

A 1953 privately-owned Frazer-Nash won the 2-litre Class in the International Le Mans 24-Hour Race, setting up a new Class E distance record of 2,120 miles.

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CLUB NEWS continued

will start and finish at the Devonshire Arms Hotel, Baslow, will be under 15 miles in length and will include non-damaging observed sections and one test. There are two classes—open and saloon cars. Completed entry forms together with fee of 7s 6d to reach R. P. R. Habershon, Tregenna, Baslow, Bakewell, Derbyshire, not later than Friday, October 16.

Chester M.C.—A night navigation run has been arranged, to start from Chester Castle at 7.30 p.m. on Saturday, October 3. Control points will be given as six-figure map references. One map reference will be given at the start; competitors will have to find this location, where the map reference for the

next check point will be hidden. These cards may be hidden anywhere. The route will cover about 80 miles. Details and entry forms from A. W. Evans, 3, Dicksons Drive, Chester.

N. Staffs M.C.—The annual Silverstone race meeting will take place on October 10. There are short scratch and handicap races for sports cars in all classes, the 750 and 1,172 formule, vintage cars, and a 10-lap handicap for racing cars. Invited clubs: Bugatti, Bristol, B.A.R.C., Nottingham, Vintage, Seven-Fifty, Mid-Cheshire C.C. First race starts at 12 noon. Entries close October 1; J. H. Greenwood, Minster Mills, Ltd., Walley Street, Biddulph, Staffordshire.

IN BRIEF

Champion sparking plugs were used in the Austin-Healey Hundred on its recent record-breaking runs on the Bonneville Salt Flats, in Utah, U.S.A.

A Ford service week will be held, commencing on October 5, by Taylor's (Gloucester), Ltd., Gloucester, and, commencing on October 19, by Macklin's of Andover.

Mr. F. Donald Rushbrooke has been appointed chairman of the Halford Cycle Co., Ltd. in succession to his father, the late Mr. F. W. Rushbrooke. He remains a joint managing director.

Mr. Frederick Grant, M.C., Q.C., has been appointed independent chairman of the executive committee of the British Iron and Steel Federation in succession to the late Sir Andrew Duncan.

The showrooms of the Lankester Engineering Co., Ltd., at 80-83, Victoria Road, Surbiton, Surrey, have now been reopened, and a cocktail party was held recently to mark the occasion and to welcome the introduction of the new Standard Eight.

Following his resignation from the board of James Beresford and Son, Ltd., Mr. K. P. Wood, M.A. (Cantab.), has started his own business at 71, Temple Row, Birmingham, 2. Activities include Midlands representation of Edward Holme and Co. (1931), Ltd., and the K.S.B. Manufacturing Co., Ltd.

Louis N. Davis and Co., 29-35, Victoria Square, Belfast, will hold the first Armstrong Siddeley service week to be held in Northern Ireland. It will commence on Monday, October 12. Armstrong Siddeley specialists from Coventry will be present to test and report on Armstrong Siddeley cars of any age.

Mr. Harold Drew, chief engineer of Vauxhall Motors, Ltd., has resigned from the board. His appointment as assistant chief engineer of General Motors' overseas operations, with headquarters in Detroit, was announced recently. Mr. Maurice Platt, M.Eng., M.I.Mech.E., the company's new chief engineer, has been elected to the board. Mr. Platt is the current chairman of the automobile division of the Institution of Mechanical Engineers.

An Austin service week will be held by the Folkestone Motor Co., Ltd., at 336, Cheriton Road, Folkestone, and at 54, Castle Street, Dover, commencing next Monday, September 28.

Mr. G. Willimont has resigned from the board of Marshalls (Cambridge), Ltd., and has terminated his managership of the Peterborough premises. He is now general manager of Sam Robbins, Ltd., of Coventry.

Girling, Ltd. are holding a service week devoted to brakes and spring dampers at the premises of their agent, Mist's Garage, Handsworth, Birmingham, commencing on October 5. A Bendix-Cowdrey brake-testing machine is being installed for the occasion.

Mr. John H. Lawrence, managing director of Jenolite, Ltd., is making a business tour of South and East Africa. He intends to find new markets and to develop those already in existence. He is including in his itinerary a call at the Jenolite factory in Johannesburg.

Armstrong Shock Absorbers, Ltd. made a profit for the 12 months ended June 30 of £63,575 (£54,504 previously). The figure was arrived at after taking into account depreciation, taxation and the fixed asset replacement reserve. A dividend on ordinary shares of 27½ per cent, less income tax, has been recommended.

A specialized tuning department for Sunbeam-Talbot cars, catering primarily for Sunbeam-Talbot and Sunbeam Alpine owners entering for rallies and other competitions, has been started by the Hendon Central Garage, Ltd., Watford Way, Hendon, London, N.W.4. It is under the supervision of Mr. D. Martin, formerly of Rootes, Ltd. The tuning service is comprehensive, major tuning modifications being undertaken when required.

Of special interest to the owners of older cars is a service run by the Castrol company in collaboration with car manufacturers, which has already become quite well known. Instruction books for old cars are often unobtainable, but C. C. Wakefield and Co., Ltd., producers of Castrol lubricants, have a library of half a million charts, giving lubrication and other information. They are available without charge upon application to the company at 46, Grosvenor Street, London, W.1. The make, model and year of the car should be stated.

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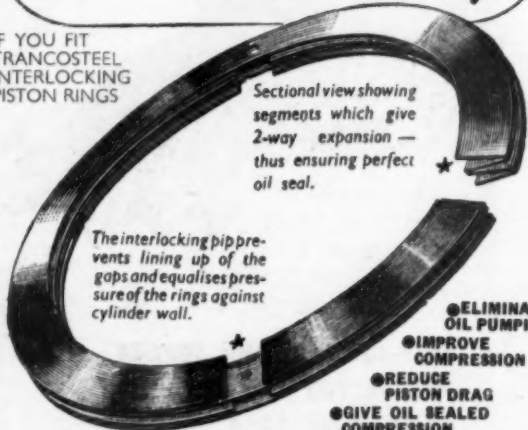
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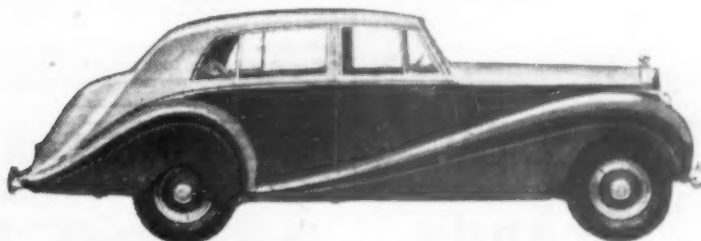
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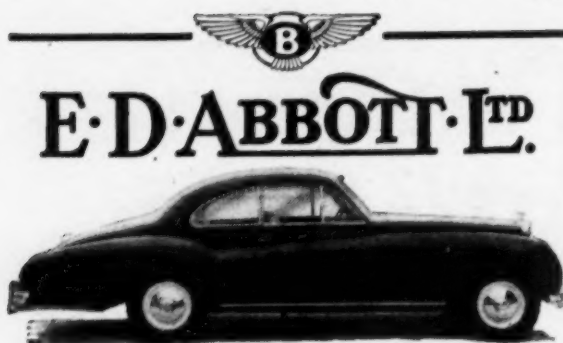
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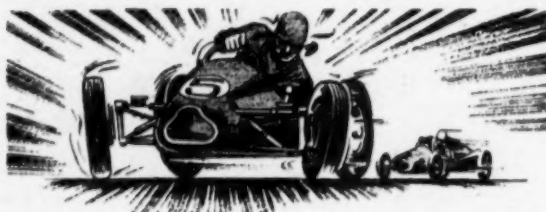
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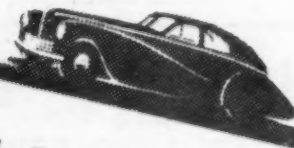
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185 saloon, ivory and black, blue leather, radio, very good condition; taxed; terms, exchanges; lat; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C3001)

CASBY'S MOTOR MART—1939 A.C. 16/70 sports engine, sliding head four-seater coupe, just reconditioned, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

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CASBY'S MOTOR MART require carefully used A.C.—5, Warren St., W.1. Euston 4110. (W1040)

REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 1300. (W2000)

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B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

BRADSTOCK MOTORS offer:—

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GUY ALFRED & Co. offer 1948 Allard sports order, 1952 condition.—6-7, Warren St., W.1. Euston 3266. (C1005)

£495—Allard sports saloon, 1949, a carefully maintained example that must suit the most fastidious purchaser; 3 months' guarantee; hire purchase, exchanges.

AMBS, Finchley Showrooms, 421-423, High Rd., L. Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

SALES & WANTS

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Wheels, Discs, etc.	128
Windscreens	128

MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 129

ALLARD

CAMDEN MOTORS for Allards—drop head coupe, 1948, full foursome in silver grey, fitted heater, etc., extremely fast and delightful to drive; £395.

CAMDEN MOTORS for Allards—M.K.2 drop head four-seater coupe, 1952, with short radiator grille, originally cost well over £1,800 with extras a little over 12 months ago, fitted radio and heater, an immaculate low mileage example of this latest type model offered at little more than one-third present list price; £695.

CAMDEN MOTORS for Allards—91P saloon, 1951, also fitted radio and heater, a very outstanding specimen; £585.

CAMDEN MOTORS for Allards—Also two 1949 sports models, one 2-seater and one 4-seater.

CAMDEN MOTORS for Allards, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

375 ens.—Allard 1948 sports 4-seater, gunmetal, leather, concealed hood, recent reconditioned engine, excellent condition; terms, exchanges; lat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C3018)

ALLARD Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B. J. HUNTER, Ltd.,
FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

J2 or K2 wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2011)

RICHARDS & CARR, the best Allard buyers.—55, Kinnerton St., London, S.W.1. Sloane 5424. (W5045)

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Basing 8841. (W5041)

ALVIS

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

GUY SALMON AUTOMOBILES, offer:—

1951 Alvis 3-litre saloon, black/red leather, twin carburetors, 16,000 miles, faultlessly maintained; £1,150.

1951 Alvis 5-litre drop head coupe, 22,000 miles, just passed out by makers, fitted white-wall tyres, brand new condition; £1,195.

1949 Alvis 14 TA drop head coupe, genuine 22,000 miles, one owner, in really superb condition mechanically, twin carburetors; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4921)

BROOKLANDS—Alvis Distributors, new 5-litre

1953 Alvis sports 2-seater, 750 miles.

1952 Alvis 3-litre saloon, 5,000 miles.

1952 Alvis 3-litre drop head coupe, 7,000 miles.

1951 Alvis 3-litre saloon radio heater.

ALVIS cars examined and guaranteed; saloons and coupes from £1,200.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. (C1029)

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

ALVIS 1955 16 saloon, good condition; £110.—4, Abbeys Terrace, Eton, Bucks. (19209)

ALVIS 1955 16 saloon, good condition; £110.—4, Abbeys Terrace, Eton, Bucks. (19209)

ALVIS 1955 16 saloon, good condition; £110.—4, Abbeys Terrace, Eton, Bucks. (19209)

ALVIS 1955 16 saloon, good condition; £110.—4, Abbeys Terrace, Eton, Bucks. (19209)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS Speed 25 saloon, managing director's car, maintained by makers in perfect order, seen London, price £400.—Box 5579. [18755]

ALVIS 1947 sports sunshine saloon, 28,000, little used, metallic grey, heater, £350 or near.—G. D. Jennings, 171, Lewisham Way, S.E.4. Tideway 5177. [19245]

825 gns.—Alvis 14, September 1950 special stream-lined super sports 2-seater, red, ivory leather, tuned engine, small mileage, very carefully used, nearly new, terms, exchanges.—Rowland Smith, below.

745 gns.—Alvis 14, December 1950 saloon, black, sliding head, fawn leather, one careful owner, exceptional condition, terms, exchanges.—Rowland Smith, below.

725 gns.—Alvis 14, 1946 Tickford four-door drop head coupe, polychromatic grey, red leather, radio, one careful owner, exceptional condition, original cost £1,500, terms, exchanges, list open 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROYR offer: 1937 Alvis 17 sports saloon, one private owner, many extras, £265, h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 6094. [C3059]

£95—1952 Alvis 12/60 4-door saloon, in clean condition, unrepeatable bargain, £45 down.—Below.

£125—Genuine 1951 Alvis 12/60 Bettelbach sports 2-seater, in really nice condition, £65 down.—Below.

£375—1939 Alvis Speed 25 4-door drop head saloon, a top quality car for modest outlay, £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

ALVIS Speed 20 shooting-brake for sale, a real all-purpose vehicle, 80 mph, for touring or carry around half the farm, excellent condition, triple carburetors expertly tuned, 20 mpg, superb road-holding, brakes and steering, oil negligible, built-in jacks, one-shot lubrication, heating, only for sale as owners have taken delivery of faster new car, £300.—Halliday, Rogers Hall, Bush 362, Suffolk.

CAMDEN MOTORS for Alvis; 4.3-litre sportsman's saloon, 1937, with beautiful Charlesworth 4-door 4-light body styling in literally superb condition, coachwork virtually unblemished and interior upholstery in keeping; this hand-built quality car originally cost in the neighbourhood of £1,200 pre-war, and during the past 14 months alone the late owner has expended a sum of over £200 on reconditioning engine, etc., with the result that the car is equally, if not more, outstanding mechanically than even its appearance would denote; details of mechanical reconditioning and all oils are available for inspection; extras include radio, two lights, etc.; £345.

CAMDEN MOTORS for Alvis; 14hp saloon, 1945, in the hands of one very fastidious owner and in exceptional condition throughout, a genuine low mileage specimen; £695.

CAMDEN MOTORS for Alvis; also a late 1947 model in stock.

CAMDEN MOTORS for Alvis; 16.9hp drop head four-seater coupe, Oct., 1936, very sound and attractive condition, excellent chassis and tyres, distinctly fast on the road, several extras, £295.

CAMDEN MOTORS for Alvis; Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Alvis Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

R REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

CARRS MOTOR MART require carefully used Alvis.—5, Warren St., W.1. Euston 4110. [W1040]

PERFORMANCE CARS urgently require Alvis.—the Great West Rd., Brentford, Middlesex. Ealing 8641. [W5041]

ALVIS Speed 25, 1949 model, urgently required.—11, Chipstead Lane, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7255/7154. [W1046]

H. F. EDWARDS urgently require good Alvis for immediate cash; distance no object; details please to—28, Upper High St., Epsom Surrey. Tel. Epsom 5640. [W0000]

CHARLES FOLLETT, Ltd., buy good late model cars.—18 Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Egin Ave., W.2. Tel. Cunningham 9556-7-8. [0590/R]

Alvis Spares and Service

S SERVICE and spares for Alvis cars.

ALVIS Ltd. Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar Good London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams, Alvis, Coventry. [10931/R]

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Egin Ave., W.2. Tel. Cunningham 9556-7-8. [0591/R]

MANCHESTER—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 15. Rus. 2874-5. [0655/R]

KINGSTON-ON-THAMES—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park Kingston-on-Thames, Kin 2241-2. [84053/R]

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R]

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1950 Chevrolet saloon, all extras.

1947 Pontiac convertible; choice of two.—280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

STUDEBAKER Champion 4-door sedan, 48.9: £695.—3, Valence Rd., E. 10. [C2065]

JOE THOMPSON (MOTORS), Ltd., offer selection late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

AMERICAN CARS

SIMPSON'S offer:—

RHD 1951-52 Buick, all extras, low mileage.

RHD 1953 Chevrolet, all extras, low mileage.

1951-52 Cadillac, low mileage, all extras.

1952 Buick 2-door, fully equipped.

1953 Ford 6-cylinder, low mileage.

1951-52 De Soto station wagon, all extras.

1952 Studebaker Champion, all extras.

1951 Pontiac Catalina hardtop, all extras.

1949-50 Chrysler saloon, 4-door, all extras.

1949-50 Nash Ambassador hydraulic, all extras.

1951-52 Pontiac 4-door, fully equipped, low mileage.

1950 Ford 2-door, all extras.

1947 (first registered 1951) Plymouth 4-door sedan, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. [C4015]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited, 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

American Cars Wanted

ATTENTION!!!

SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/5903, 545, High Rd., Wembley. [W4015/R]

POST-WAR American cars wanted.—Eric Hayes, Ltd., 13, Bishopsgate, W.2. Paddington 5728. [C2033]

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064]

8-CYL American, preferably Buick, '47-8.—Full particulars and lowest price to Penn, 33, Grove Rd., Eastbourne. Tel. 5204. [W4036]

TAYLOR & CRAWLEY will buy low mileage, luxury American cars at very good prices.—33, Grosvenor Mews, Hyde Park Corner, S.W.1. So. 5213. [W4036]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027]

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd. (London and district distributors), offer:—

1951 Armstrong Siddeley Lancaster saloon, synchro-mesh gear, one owner, 1975, 1 week's free trial; guaranteed; deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.5-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long by 4ft 6in wide most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C5059]

CAR MART, Ltd.

1950 Armstrong Siddeley Lancaster saloon, heater, 43,000 miles, £2,000. Car Mart, Ltd., Euston Rd. N.W.1. Euston 1212. [C1039]

WARWICK WRIGHT, Ltd., offer:—

1952 Armstrong Siddeley limousine (heater), black, 6,000 miles, £1,150.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C3045]

1949 Armstrong Siddeley Lancaster saloon, 4-door, heater, spotlight; £595.—Below.

1948 Armstrong Siddeley Typhoon, heater, spotlight; £495; both grey with blue leather; three months' written guarantee; free after-sales service; deferred exchanges.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2, 3 minutes trolley, E. Finchley tube, Finchley 0052-53. Ring any time. [C4065]

SAPPHIRE, new, 400 miles only, guaranteed, two lights, radio, etc.; offered privately at cost.—Box 069.

ARMSTRONG SIDDELEY 20hp limousine, with division and face-forward occasional, amazing condition; 3 months' guarantee; £245.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3 Finchley 6236 (3 lines). [C1061]

£475—Hurricane convertible 16hp Armstrong Siddeley, Dec. 1947, faultlessly maintained, excellent throughout; 3 months' guarantee, hire purchase, exchanges.

LAMBES—Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

1946 (September) Armstrong Typhoon 2-door saloon, all extras, polished blue leather, heater, taxed, excellent condition; £450.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057]

£250—1949 Armstrong 25 limousine, 7-seater, face forward, faultlessly maintained, 44,100 miles, 44,100. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£475—Armstrong Typhoon, 1947, black, fawn upholstery, heater, two spots, mileage 44,100, genuine opportunity to purchase an elegant car in really good condition.—Valentine 6073, evenings. [9210]

JACK ROSE, Ltd., offer 1948 Armstrong Siddeley Typhoon saloon, a most attractive car inside and out, in green and black and green hide upholstery, accept £495.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

ARMSTRONG SIDDELEY

1937 Armstrong Siddeley 12hp 6-cylinder, colour black, £165.—John Whalley, Ltd., London. [C4061]

1937 Armstrong 14hp, recently rebored, new bearings, resprayed maroon and grey, 6 good tyres, reliable car, taxed 1954, £225.—Stephen, 47, Carstairs Rd., Catford, S.E.6. [19279]

1951 Armstrong Siddeley Whitley 4-door saloon, colour fawn, good tyres, taxed, one owner, regularly serviced by us since new; £765.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431-2. [C3011]

1948 Armstrong Siddeley Typhoon sportsman, fixed Bedford coach loose covers, black, brown leather, fitted Bedford coach loose covers, heater, spotlight, etc., speedo reading 34,000, in lovely condition; £550, trade enquiries welcomed.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1096]

£165—Armstrong 14hp, really beautiful coach, built 6-seater, excellent condition sun roof, good tyres, black cellulose, blue leather interior, as new, excellent mechanically; although 1936 looks like post-war car.—Blewett, 38, Leicester Square, W.2. Ravi-water 2518. [19501]

£935—1951 Armstrong Siddeley Whitley 4-door saloon, a beautifully maintained and quite immaculate one owner car, grey with red leather, radio and heater, must be seen to be appreciated, written guarantee, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 3012. [C2005]

CAMDEN MOTORS for Armstrong Siddeleys; 16hp Hurricane drop head four-seater coupe, 1948 series, immaculately finished in fawn with red leather, radio and upholstery, and fitted 40-gauge H.M.V. press-built Radiomobile interior heater. No set low lamp and a very special and expensive leather hood, a genuine one owner car, fastidiously maintained; unrepeatable offer at £495.

CAMDEN MOTORS for Armstrong Siddeleys; 16hp Whitley saloon, 1951 series, another genuine one owner car of faultless appearance and immaculate mechanical order, also with press-built radio and heater; choice of two, one in pastel green, one in black from £795.

CAMDEN MOTORS for Armstrong Siddeleys; also a 1947 (July) Typhoon sports saloon at £475, just being resprayed.

C Hurricane four-seater drop head coupe, 1952 model, a very low mileage specimen in condition virtually indistinguishable from brand new, immaculate pastel finish, radio, heater, etc., £775.

CAMDEN MOTORS for Armstrong Siddeleys; Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Armstrong Siddeley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

KIRKWOOD CARS buy pre-war Armstrongs.—79, Stratford Hill, S.W.2. Tulse Hill 1298. [W2037]

CARRS MOTOR MART require carefully used Armstrong.—5, Warren St., W.1. Euston 4110. [W1040]

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R]

7-SEATER privately owned 1958 59 Limousines, guaranteed, also 18hp 1951 52—cash waiting A & S, 2, Providence Court, North Audley Street, Mayfair 2941. [W1006]

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R]

H. F. EDWARDS urgently require good Armstrong Siddeley for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhaul, service, 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESLECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2531. [0779]

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0648]

HENLYS, Ltd., Chesham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R]

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town Tel. Gai. 4141. [0760/R]

ASTON MARTIN

DICKS.

1939 Aston Martin 2-litre short chassis drop head coupe, very fast and attractive; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. [C1072]

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Eps 24 hours, terrific performance with very economical fuel.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

BROOKLANDS: Aston Martin distributors.

1953 series Aston Martin D.B.2 saloon, colour black, vantage engine, radio, many extras, mileage 5,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

£495—Aston Martin 15.90 special drop head 2-seater coupe, 1958 series, duo-tone finish, interior to match, superb performance, exceptionally pretty car, many others. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

A STON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. 0197/R

D B2 wanted by private buyer. Vantage engine preferred.—Barker, 163, Cottingham Rd., Hull. (9179) REQUIRED, good used Aston Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. (W2000)

H ILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Ealingdon. Tel. Uxbridge 412. [W2063]

Aston Martin Spares and Service

F RIARY MOTORS, Ltd.

A STON MARTIN main dealers.

S OLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities: 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R]

ASTON SEVEN

A LLWEATHER MOTOR CO.

L ARGE stock of Austin cars.

L ONDON'S dependable motor traders.

W E offer a wide selection.

E XTENSIVE CHANGING stock.

A LL makes bought and sold.

T RADERS welcomed.

H IRE purchase—immediate delivery.

E VERY enquiry dealt with promptly.

R EMEMBER!! Tel. Edgware 3610 (4 lines). [0587]

R OYS offer: 1939 Big 7 saloon; £150; 1937 Austin 7 2-seater, £125; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

Aston Seven Cars Wanted

R OYLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

AUSTIN A30

N EWHAMS, Ltd.

1953 Austin A30 saloon, grey, heater, 1,500 miles; £525.

N EWHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C3024]

G ATEHOUSE offer:—

1953 Austin A30 saloon, 2,000 miles.—Gatehouse Motors, Ltd., Highgate Village, London, N.8. Mountview 4444. [C2021]

P HILIP RICHARDS, Ltd., offer:—

1953 Austin A30 saloon, black, 150 miles only; part exchange, deferred terms.—Brick St., Park Lane, London W.1. Grovenor 4772-3. [C3031]

C M.I. CAR SALES (Pri. 6623) offer:—

1953 Austin A30 saloon, heater, low mileage, taxed; £535.

T HREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1953 (August) A30 saloon, 100 miles only, heater; £575.—Mansfield Autos, Ltd., Euston 2567. [C3001]

A USTIN A30, heater, taxed, 7,000 miles; £535; H. C. Paul, Ltd., 33, Bruton Place, W.1. Mayfair 0821-2. [C3040]

£535—1953 A30 with heater, 5,000 miles, one owner, new condition.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1028]

£585—Austin A30 saloon, April, 1953, many extras, heater, radio, windscreen wash, fog amp, spot lamp, Windtone horns, immaculate condition and low mileage.

F IRRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Oldstone 2234. [C3008]

1953 (May) Austin A30 saloon, blue with blue upholstery, very low mileage, one ownership car, quite immaculate, written guarantee; terms, exchanges.—R. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C3001]

Austin A30 Cars Wanted

R OYLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHT

A NDOVER MOTOR CO., Ltd., offer:—

1939 Austin 8, in black with brown leather, exceptional value at £265. Open week-end (Sundays inspection only).—Andover, Hants. Tel. 3405. [C1003]

W J. BROWN, established over 30 years.

1947 Austin 8, 4-door sun saloon, black, brown leather, immaculate. £375.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

295 ens.—Austin 8, 1947 saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

225 ens.—Austin 8, 1942 saloon, black, sliding head, very good condition; terms, exchanges. List, open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C3018]

AUSTIN EIGHT

1947 Austin 8, immaculate; £335.—Kirkdale Cars, 319a, Kirkdale, Sydenham, Sydenham 6129. [19556]

1939 Austin 8 saloon, exceptional motor car, very clean; £300; terms, exchanges.—Victoria Motors, Victoria Ave., Southend 2310. [19591]

1938 Austin 8 Runny saloon, £120; £40 deposit; part exchange; terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048]

1947 Austin 8 4-door saloon, excellent condition, guaranteed; £325; exchanges, terms.—Palmer, 53, York St., Twickenham. Popesgrove 1890 7087. [C3034]

1947 Austin 8 4-door de luxe sun saloon, black, brown leather, in superb condition, taxed year; £355.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

I MPOSSIBLE to repeat: 1939 Austin 8 4-door sun saloon, one owner since new, completely original throughout, guaranteed mileage 20,000; first £325 secures.—Chepstow Garages, Ltd., Baywater 2949. [C1042]

Austin Eight Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R]

P RIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]

R OYLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

AUSTIN TEN

A CRES offer:—

1947 Austin 10, loose covers, with brown interior, wheel embellishers, in spotless condition; £425.

A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

1939 Austin 10, new batteries, tyres, sleeve engine, re-spayed, two owners; £220.—Bexley Heath 4451. [0426]

1947 Austin 10 saloon, excellent throughout; £425.—Autovark, Ltd., Winchester. Tel. Winchester 4834. [C1010]

1947 Austin 10, green, excellent body and mechanical condition; £375 o.n.o.—Tel. Ravensbourne 1349. [19219]

1946 (Nov.) Austin 10, black, 35,000, one owner, excellent condition; £400.—Tel. Uplands 3647 after 7.30 p.m. [0683]

1947 Austin 10 saloon, black, new tyres, reconditioned engine, sliding head, brown interior; £375.—Box 0797. [19510]

£50—1935 Austin 10 4-door saloon, good runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1947 Austin 10 sin., one most careful owner, exceptional cond.; £420.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

£295—1940 Austin 10 saloon, 1947 type with lift-up front, 4-door full de luxe model with sun-shine roof, leather upholstery, etc., choice of 2, one fitted radio.

C AMDEX 2041, Open till 8 p.m. Write for catalogue. [C1035]

1934 Austin 10 4-door saloon, one careful owner since new, really perfect condition, nearly new tyres and batteries, sliding roof, taxed, insurance available; £155.—Box 0785. [0924]

1946 Austin 10 4-door saloon, black, brown leather, low mileage, has been very carefully used, and in its original immaculate condition; guaranteed £425.—Kings Motors, 1, High St., Lonsdale, Hon. 0175. [C2049]

T ANKARD & SMITH, Ltd., offer 1947 Austin 10 saloon, black with brown leather, one owner, very carefully maintained in excellent condition; £595; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Fixman 4801-2-3. [C4026]

Austin Ten Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R]

R OYLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

R EALLY good second-hand Austin 10 required.—Cobb, 50, Harley House, N.W.1. [W1086]

G OOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 59, College Crescent, N.W.3. Pri. 5914. [W4006]

AUSTIN A40

A CRES offer:—

1951 Austin A40s, choice of 4, all low mileage and one owners; from £590.

1952 Austin A40, green, 14,000 miles only, one owner, steering column gear change, as new; £650.

A USTIN A40, beige, radio and heater, one owner only, in immaculate condition; £500.

A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

A CRES offer:—

1952 Austin Somerset, beige, 11,000 miles only, many extras, as new; £575.

A CRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

C AR MART, Ltd.

L ONDON distributors.

1952 Austin A40 Somerset saloon, radio, heater, 12,000 miles; £665.

1951 Austin A40 Devon saloon, heater, 15,000 miles; £595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1029]

AUSTIN A40

G ATEHOUSE offer:—

1953 Austin A40 Somerset, 4,000 miles.—Gatehouse Motors, Ltd., Highgate Village, London, N.8. Mountview 4444. [C2021]

R OUNDOABOUT offer:—

1952 Austin A40 sports, one owner, 13,000 miles only; £750.

R OUNDOABOUT GARAGE, Western Ave., Greenford, Middlesex, Wuxlow 1071-5. [C3054]

T OM GARNER, Ltd., offer:—

1953 Austin A40 Somerset saloon, black with brown leather, heater, 300 miles only; £799.

T OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2022]

B J. HUNTER, Ltd., offer:—

1952 A40 coupe, very fast, exceedingly low mileage, £675.

1951 Austin A40 saloon, one owner since new; £515.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2041]

A NDOVER MOTOR CO., Ltd., offer:—

1949 Austin A40 choice of two, one in black, one in Solent blue, both reconditioned; exceptional at £490.—Andover, Hants, Tel. 3405. Open week-ends (Sundays inspection only). [C1003]

A NDOVER MOTOR CO., Ltd., offer:—

1949 Austin A40 saloon, in ice blue, and in exceptional condition; £495.—Andover, Hants, Tel. 3405. Open week-ends (Sundays inspection only). [C1003]

A SAUNDERS, Ltd., of Worcester.

1953 Austin A40 sports, grey with blue leather, 4,000 miles only; £785.

A USTIN House, Castle St., Worcester. Tel. 2564. [C4005]

C M.I. CAR SALES (Pri. 6623) offer:—

1953 Austin Somerset, black, sliding roof, heater, taxed, £675.

T HREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

A 40 Somerset, low mileage, black, heater.—Beow.

A 40 Devon (Jan. 1950), black, heater; £525.—Halls (Finchley) Ltd., Osdon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [19324]

S EPTEMBER, 1953, A40, Somerset, 200 miles; £775. Box 0825.

1952 Austin A40 Somerset saloon, 9,000 miles, spare unused; £695.

G ORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C1077]

1953 Austin A40 saloon; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1949 Austin A40 Devon saloon, sunroof, sunov, £495.—Dobsons, Ltd. (Austin Agents), Staines, Tel. 801. [C1014]

£485—Austin A40 1949 4-dr sin. side roof, heater, exceptionally good mechanically, many others.

B ENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

A 40 Somerset, February 1952, green/tawn leather, one owner; £1,500.—H. A. Saunders (Radietel), Tel. 5001. [C1017]

1948 Austin A40 Devon saloon, exceptional condition; £465.—S. F. Erskine & Sons, Ltd. Tel. Woking 350. [C2051]

1952 Austin Somerset, 6,000 miles, heater; £675.—W. J. Dunn, Ltd., 307 Euston Rd., N.W.1. Euston 5105. [C1077]

1950 Austin A40 radio, heater; £535.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1952 Austin A40 Somerset saloon, small mileage, £675.—L. F. Dove, Ltd., 111-115, Addison Park Rd., Crofton, Addiscombe 3066. [C1076]

G UY ALFRED & CO., offer: 1952 Austin A40 Somerset, heater, guaranteed mileage 5,450 miles only; Warren St., W.1. Euston 2266. [C1005]

1952 Austin A40 Somerset, beige, heater, one owner; £660.—Vandervels, 215, Haverstock Hill, N.W.5. Primrose 4441. [C1077]

1951 Austin A40 sports coupe, cream with black leather upholstery, very smart car and in first-class condition throughout; £595.

M AYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

1949 Austin A40, one owner, black, radio, heater, immaculate; £515.—Jack Posner (Austin), 595, Hendon Way, N.W.4. Hendon 1425-4. [C3005]

1949 Austin A40 17,000 miles, one owner; £495.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1952 Austin A40 Countryman, 10,000 miles; £495.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 354. [C1027]

1949 Austin A40 Devon saloon, beige, clean condition throughout, good tyres, heater; £515.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2058]

1949 (October) Austin A40 Devon saloon, excellent condition, guaranteed; £450; exchanges, terms.—Palmer, 53, York St., Twickenham, Popesgrove 1890 7087. [C3034]

1950 Austin A40 Devon saloon, one owner, excellent condition, guaranteed; £495; exchanges, terms.—Palmer, 53, York St., Twickenham, Popesgrove 1890 7087. [C3034]

1951 Austin A40 Countryman, green with brown leather, fitted heater, 11,115. Conduit St., Leicester 6019. [C1059]

1952 (Aug.) Austin A40 Somerset saloon, one owner, blue heater, 8,000 miles, immaculate; £660.—E. L. Mendel, Ltd., 85, Ot Portland St., London, W.1. Langham 2261-2. [C3067]

1950 Austin A40 saloon, one owner, heater, 12,500, immaculate condition throughout; £550.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 5451-2. [C3011]

1950 will be sold by auction at Alexandra Palace on Thursday, October 1st at 12.30 p.m. by Southern Counties Car Auctions, Limited. [0975]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

495 gns.—Austin A40 1950 Devon saloon, grey, blue leather, radio, heater, one owner, excellent condition; terms, exchanges; list: open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1951 Austin A40 sports, buff and dark blue leather upholstery, fitted loose covers, immaculate condition throughout. 3 months' written guarantee, choice of two, £625.—Paramount Autos (Putney), 75 Wellington St., E.8. Amherst 2771 2954. (C4018)

1950 Austin A40 4-door sun saloon, cellulose, chromium plating, upholstery and mats in unmarked condition, exceptional car, heater, taxed: £525; consider part-exchange.—Southwicks, Smugglers Walk, W. Worthing. Goring-by-Sea 42131. (C4027)

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlight, tailored covers, taxed December: £595; trade enquiries welcomed.—Motourists (London), Ltd., Ot. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C4018)

Austin A40 Cars Wanted

**T
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CAR MART, Ltd.,

**AUSTIN cars
REQUIRED immediately.**

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

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AUSTIN SIXTEEN

HEARSE Latest 6-Bearer streamline Deluxe Coachwork, also 4-Bearer full Deck, lavishly equipped, bargain value. £1395. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006.1)

NAYLOR & ROOT—1949 Austin 16 saloon, black, brown hide upholstery, small mileage, fitted radio and heater, good value, £495; written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C5022)

HIRECAR Limousine (registered August 1953) partition, forward occasional, leather, genuine mileage 560, unblemished. £1035. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

£675—Austin 16hp Hirecar limousine, 1950, with division and face forward occasional seats, leather upholstery throughout, an excellent specimen of this desirable post-war series, moderate mileage and quite fastidiously maintained, special mention must be made of the economical performance of this model. (C1006)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

Austin Sixteen Cars Wanted

**T
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CAR MART, Ltd.,

**AUSTIN cars
REQUIRED immediately.**

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

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AUSTIN A70 & A90

A CRES offer:—
1951 Austin A90, grey, radio, heater, wheel embelishers, one owner, low mileage; £675.
1951 model A70, beige, brown leather, radio, heater, low mileage, carefully used car; £680.
1949 A70, green, beige leather, radio and heater, carefully used; £520.

A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccusley 2211-2. (C1002)

A CRES offer:—

1951 Austin A90 saloon, black, unmarked and as new; £675.
A CRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

CAR MART, Ltd.,

LONDON distributors.

1952 Austin A70 Hereford saloon, radio, heater, 16,000 miles; £715.
1952 Austin A90 Atlantic saloon, radio, heater, 21,000 miles; £715.
1950 51 Austin A90 Atlantic convertible, radio, heater, 16,000 miles; £650.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1059)

J DAVY OF KENSINGTON.

A T a very useful saving on list price, offers: A70 (1953), 6,000 miles at £795; also a 1950 (Nov.) A70, radio and heater at £595—180 4, Kensington High St., W.8. Western 9641, 215, Brompton Rd., S.W.3. Ken 1106. (C1063)

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 saloon, Atlantic hard-top model; B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

MAVFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. (C3008)

GUY SALMON AUTOMOBILES offer:—

1951 Austin A90 Atlantic saloon, black red leather, 281,000 miles, radio and heater, extremely well maintained; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

W. J. BROWN, Ltd., Established over 50 years.

1951 (Dec.) Austin A70 Country car; £635.—339, Finchley Rd., N.W.3. Hampstead 4414. (C1025)

DAENHAM MOTORS, Ltd., offer the following car:—

1952 Austin A90, black, radio, heater, 21,000; £775.
56 Park Lane, W.1. Hyde Park 4966; 374 Ealing Rd., A. Norton, Midd., Perivale 3389; and 6, R. & 12, Sankley Rd., Calford, S.E.6. Hither Green 4621. (C1066)

1952 Austin A90 saloon, black, red leather, 13,000 miles, as new; £775.
RIPCO Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952 5 4. (C3052)

HEARSE Hearse A70 1953 brand new unused immediate delivery, photograph available
SATISFACTION Approach Kew Gardens (trade enquiries) Alpe & Saunders (Coachbuilders) Ltd. Richmond 1161. (C1010)

1950 Austin A7 saloon, excellent; £575.—Auto-wok, Ltd., Winchester, Tel. Winchester 4834. (C1010)

AUSTIN A70 & A90

1952 Austin A70; £675.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3455-19. (C1077.1)

1953 Austin A70 saloon; £775.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077.2)

1952 Austin A70, radio, heater and covers, spare unused; £725.—Hillingdon Motors, Tel. Uxbridge 412. (C2062)

A70 Hereford, July, 1952, black brown leather, one owner; £735.—H. A. Saunders (Radlett), Tel. 5681. (C4003)

1950 Austin A70, radio, heater; £525.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1952 Austin A70, low mileage, good condition.—Herbert & Mills, Ltd., Gt. Portland St., W.1. (C3065)

1952 Austin A70, 11,000 miles, black, brown leather, immaculate; £645.—Modern Service (Wimbledon), Ltd., Tel. Wimbledon 5155. (C3014)

£545—1950 model Austin A70 saloon with sun-shine roof and built-in heater, a genuine one owner car, in very fine mechanical order.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

1952 Austin A90, grey, radio, heater, mileage 9,000, immaculate condition throughout. Tel. Bristol 64050. (C1911)

PRIVATELY owned 1951 A70 Hampshire, in exceptionally fine condition, 25,000 miles; £650.—Tel. Upland, 3206 (daytime). (C2006)

1952 Austin A90 saloon, low mileage, beautiful condition throughout; £725.—Sidney Marcus, Sloane St., S.W.1. Tel. Sloane 3557. (C2006)

1952 Austin A70 Hereford saloon, perfectly maintained, one owner, 23,000 miles; £725.—Coppins Motors, Ltd., Brook St., Barry, Tel. 1069. (C4028)

1952 Austin A70 Hereford saloon, black, brown leather, H.M.V. radio, 12,000 miles only; £725.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) (C3022)

1952 (April) Austin A90 saloon, 9,000 miles only, one owner, black, radio, heater, spare unused, perfect; £765.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4400. (C2006)

DECEMBER, 1950, Austin Atlantic convertible coupe (pow. hood and windows), fitted with radio, finished dark green with beige upholstery, in sound condition, one owner, mileage recorded 35,000, price £565. (C3022)

WALES & EDWARDS, Ltd., Morris House, Wyle Cop, Shrewsbury, Tel. 2027. (C1947)

1952 Austin A90 Atlantic saloon, blue with grey upholstery, radio, heater, 17,000 miles only, all new tyres, taxed, one owner only; £785.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (C3011)

1953 (April) Austin A70 Hereford saloon, black with brown leather, heater, beautifully kept, one ownership, low mileage, written guarantee; terms, exchanges. F. F. Edwards, 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (C2001)

1950 A90 electric convertible, new best quality hood by Weather Shields, fitted with windscreen washers, colour ming blue and immaculate; £585.—Beard, 51, St. John's Hill, Shrewsbury. (C1912)

1950 (October) Austin A70 saloon, black, upon etc., taxed December, low mileage, beautifully equipped and recommended; £540.—Kingstone House Garage, 70, Ennismore Gardens, S.W.7. Kensington 6746. (C3004)

FOR sale, Austin A70 black saloon, brown leather upholstery, Dec., 1949 (1950 model), one owner, 24,500 miles, radio, heater, Continental dipping system, luggage covers, 7 tyres perfect condition, superbly maintained; £650, no dealers.—Box 0716. (C3018)

1950 (July) Austin A70 Hampshire saloon, 20,000 miles only, finished attractive blue, fitted radio, heater, loose covers, taxed December, as new, trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501. (C3018)

AUSTIN A70 Hereford saloon, April 1953, fern green, sliding roof, heater, H.M.V. radio, special pockets and drawer, compass, reversing light, mileage 9,000, taxed, all in first-class condition, total price £660; selling for £625.—Black, 443, Gilmerton Rd., Edinburgh 9. Tel. 79037. (C621)

1951 Austin A70 sun saloon, black, nicely kept, heater, one owner; £585; 3 months' written guarantee; free after-sales service; deferred, exchanges. Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. Three minutes trolley E. Finchley Tube, Finchley 0052-53. Ring any time. (C4065)

Austin A70 and A90 Cars Wanted

**T
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CAR MART, Ltd.,

**AUSTIN cars
REQUIRED immediately**

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD London, N.W.1.

TELEPHONE: Euston 1212.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHTEEN

Austin A125 and A135 Cars Wanted

DICKS

1937 Austin 18 7-seater saloon, face forward occasional, recent overhaul, £275.
DICKS CAR SALES, Ltd., 385-401, High Rd., K. L. Burn, Maidstone 6898. [C1072]

1939 Austin 18, Windsor 7-seater, clean condition; £450.—Jennings, Bude, Cornwall. 19267
1939 Austin 18mp long chassis York 7-passenger model, 1937, a very useful car equipped with face forward occasional, easy-clean wheels, leather upholstery front and rear, whilst obviously not as brand new, this car runs well and is ready for immediate use.
CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Austin Eighteen Cars Wanted

C

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1, Euston 1212. [0956/R]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hamstead (Tube) N.W.3, Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting. A. S., 2 Providence Court, North Audley Street. [W1006]

AUSTIN A125 & A135

ACRES offer:—

1950 (August) Austin Sheerline saloon, grey, 19,000 miles, £250, an excellent condition. £275, an excellent condition. 1949, 25,000 miles, spotless condition. £275.
ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2, Tulse Hill 1909. [C1002A]

CAR MART, Ltd.

LONDON distributors.

1952 Austin A125 Sheerline saloon, 4,000 miles; £1,150.
1950 Austin A125 Sheerline saloon, 38,000 miles; £750.
1950 Austin A135 Princess saloon, 27,000 miles; £895.
1951 Austin A135 Princess saloon, 14,000 miles; £1,175.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. [C1039]

SCOTT CARS offer:—

1949 Princess, a/dio, heater, outstanding example; £885.
SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hamstead 2100/6676. [C4016/R]

J. DAVY OF KENSINGTON.

OFFERS at well under list price, an Austin Sheerline only a week or 2 old, 350 miles; £1,575; exchanges welcomed.—180/4, Kensington High St., W.8, Western 9641, 215, Brompton Rd., S.W.3, Ken. 1108. [C1069]

TOM GARNER, Ltd., offer:—

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,545.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2900]

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black with brown upholstery, radio and heater; £955.
836—845, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

HUMMING BIRD GARAGE offer:—

£265 secures a 1951 model Austin Sheerline saloon in really good trim all round, leather upholstery, excellent engine and tyres, fitted with heater and taxed for the year, a luxurious car at a bargain price, balance over 12 or 18 months.—Humming Bird Garage, Watford Rd., St. Albans, Tel. 2050. [9351]

GUY SALMON AUTOMOBILES offer:—

1952 Austin Sheerline saloon, grey, 7,000 miles, as new £1,125.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

HEARSES, Hearse brand new Sheerline.—Station Approach, 3, Garsington Road, Oxford. [9192]
Austin House, 144, Golder Green Rd., N.W.11, Speedwell 0011. [C4004]

1952 Austin Sheerline, 12,000 miles, excellent condition. £1,075.—W. J. Dunn, Ltd., 307, Euston Rd., N.W.1, Euston 1109. [9527]

1952 Austin Princess touring limousine, 21,000 miles; £1,275.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2, Temple Bar 3586. [C1027]

1952 Austin Sheerline saloon, one owner, black, fitted loose covers, heater, radio, chrome rims, immaculate condition; £965.—Victoria Motors, 32, Long Millgate, Manchester, 5, Blackfriars 1549. [9247]

1949 (October) Sheerline saloon, black, low mileage, radio and heater, etc., one owner, exceptional condition. £735.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677-8. [C2043]

1950 (Sept.) Sheerline saloon, grey/grey hide, sun roof, rad., heater, moderate mileage, an excellent one-owner car. £705.—H. A. Saunders, Ltd., Austin House, 144, Golder Green Rd., N.W.11, Speedwell 0011. [C4004]

1949 Austin Sheerline 4-door sun saloon, in black cellulose with fawn hide interior, radio and heater, in unmarked condition, beautiful car, low mileage; £775; consider part-exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42131. [C2407]

1949 Sheerline saloon, black, fawn leather, one owner, radio, heater, loose covers, very well kept car; £695; 3 months' written guarantee, free after-sales service, deferred exchanges.—Harold Simons, Ltd., Simons Corner, 597-601, High Rd., East Finchley, N.4, three minutes trolley E, Finchley Tube, Finchley 0052-53, Ring any time. [C2406]

LIMOUSINE 1951/52 partitioned Sheerline, forward occasional, black, selection unblemished low mileage vehicles, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin A125 and A135 Cars Wanted
LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

T

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

J. DAVY OF KENSINGTON.

AUSTIN HIRE CARS

7-SEATER Austin hire car in exceptional condition, engine overhaul and new axle recently (£140 bills available). £675.—180/4, Kensington High St., W.8, Western 9641; 215, Brompton Rd., S.W.3, Ken. 1108. [C1069]

AUSTIN MISCELLANEOUS

1936 Austin, licensed as taxi till July, 1953, new Speedwell 9158, excellent condition; bargain, £90.—Austin Miscellaneous Cars Wanted [9099]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube) N.W.3, Ham. 6041. [W4018/R]

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul 2767. [0882/R]

MARSTON MOTOR CO. for your Austin.—Tel. Sta. 6000 Seven Sisters Rd., Tottenham, N.15. [0598/R]

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport, Tel. 2268. [0789/R]

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Webridge 233. [0541/R]

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

Austin Spares and Service

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19, Wim. 0125. [0414/R]

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6, Riv. 3665. [0229]

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 18, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R]

C. G. NORMAN & Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1, Victoria 2211. [0271/R]

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R]

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, E.C.1, Hop. 2852/2620. [0729/R]

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.15, Battersea 5260/5762. [0488/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Petham, Middlesex, Tel. Petham 4274-5. [0599/R]

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—37, Acre Lane, S.W.2, Brixton 1155. [0184/R]

BENTLEY (3½, 4½-litre and New 4½-litre)

CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, 3,000 miles; £5,975.

1951 Bentley 4½-litre standard steel Mark VI saloon, 10,000 miles; £3,550.

CAR MART, Ltd., Grosvenor House, 150, Park Lane, W.1, (Corner of Piccadilly) Grosvenor 3434. [C1039]

J. DAVY OF KENSINGTON.

1949 4½-litre Bentley Standard steel saloon, immaculate condition, just had complete check-over and top decarbonization by Bentley specialists; £2,595; exchanges welcomed.—180/4, Kensington High St., W.8, Western 9641; 215, Brompton Rd., S.W.3, Ken. 1108. [C1069]

J. DAVY OF KENSINGTON.

1949 4½-litre Bentley Standard steel saloon, 16,000 miles only by one careful now retired owner-driver, faultless condition, exchanges welcomed.—180/4, Kensington High St., W.8, Western 9641; 215, Brompton Rd., S.W.3, Ken. 1108. [C1069]

Chipstead Motors Ltd.—See our advertisement under "Sports Cars". [C1046]

BENTLEY (3½, 4½-litre and New 4½-litre)

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O

W. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 4½ Jumps Young Special 2-door sports saloon, unique design, must be seen; £6,750.

1952 4½ sports saloon, large boot, velvet green with brown hide, 16,000 miles; £4,100.

1951 Mk. VI standard steel saloon, two-tone grey with pale blue hide, 27,000 miles; £3,100.

1951 Mk. VI James Young 4-door sports saloon, black and grey with pale blue hide, 32,000 miles; £4,400.

1950 Mk. VI Park Ward 2-door sports saloon, black and cream with beige hide, 25,000 miles; £3,950.

1950 Mk. VI standard steel saloon, dark grey with pale blue hide, 28,000 miles; £2,950.

1949 Mk. VI Park Ward d.b.c., black with light brown hide, 11,000 miles; £3,550.

1948 Mk. VI standard steel saloon, green with brown hide, 67,000 miles; £2,450.

1947 Mk. VI standard steel saloon, black with brown hide, 42,000 miles; £2,100.

1939 4½ overdrive Park Ward sports saloon, black and grey with grey hide; £1,650.

1939 4½ overdrive H. J. Mulliner 2-door high vision sports saloon, two-tone grey with grey hide; £1,650.

1938 4½ Mann Egerton sports saloon, black with green hide; £1,600.

1935 3½ Barker f.h.c., black with fawn hide; £795.

We are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C1032]

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley specialists offer the following cars in first-class condition.

1951 (March) Bentley Mark VI Standard steel saloon, Tudor grey with blue leather upholstery, mileage 31,595; price £2,950.

1950 (Nov.) Bentley Mark VI standard steel saloon, shell grey with blue leather upholstery, mileage 42,500; price £2,650.

1950 (August) Bentley Mark VI standard steel saloon, black with beige leather upholstery, mileage 22,000; price £2,750.

For further details apply to

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R]

ACRES offer:—

1951 Rolls-Bentley S.S. Mark VI saloon, black with brown leather, heater, radio, indistinguishable from new; £2,850.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Mayfair 2211-2. [C1002]

P.B. Ltd. offer:—

1936 3½ Bentley (F.S.) Freestone & Webb, mitted edge, sports saloon.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7, Tel. Ken. 9477/7478. [C3033]

SCOTT CARS offer:—

1947 Bentley Standard steel saloon, outstanding example; £1,875.

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hamstead 2100/6676. [C4016/R]

LOUIS & Co. offer:—

1935 Bentley 3½-litre 4-door saloon by Freestone & Webb, engine complete, overhauled, first-class condition throughout; £650.—56, Lancaster St., W.2, Padd. 9196. [C2067]

JACK OLDING of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork; also the following selection of their used Bentleys:

1952 4½-litre large boot standard saloon, 5,000 miles; £3,950.

1951 4½-litre standard saloon, grey, blue leather, 29,600 miles; £3,150.

1951 4½-litre standard saloon, black/brown leather, one owner, 28,000 miles; £3,150.

1951 4½-litre four-door coupe by Park Ward, black/blue leather, 35,000 miles; £3,250.

1949 4½-litre 2-door Countryman saloon, grey, polished wood, 38,000 miles; £2,850.

1949 4½-litre standard saloon, black/beige leather; £2,450.

AUDLEY House, North Audley St., W.1, Mayfair 5442. [C3053]

RUSSELL MOTORS offer:—

1948 Mark VI Bentley standard steel saloon, 54,000 miles only, blue and blue leather.

1938 L.S. Series 4½, Bentley Park Ward saloon, exceptional mechanically, black with blue leather.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Sloane 9268. [C906]

TAYLOR & CRAWLEY offer:—

1949 Bentley (D2) 4½-litre P.S.C. saloon, 32,000 miles only, most attractively finished in dual colour; £2,595.

1949 Bentley (EY) 4½-litre drop head coupe by Park Ward, power operated, 15,000 miles, one owner, immaculate; £2,995.

1949 Bentley P.S.C. saloon, 45,000 miles, in beautiful condition; £2,225.

33 Grosvenor Crescent, Mews, Hyde Park Corner, S.W.1, Slo. 5213. [C4056]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE—1951 standard steel saloon, painted black and upholstered in blue hide, speedometer reading 42,000 miles, price £2,950—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May 7444. [C1062]

SWANMORE GARAGE offer:—

1951 Bentley 4½ Mark VI; £3,265
1949 Bentley 4½ Mark VI; £2,395.
1948 Bentley 4½ Mark VI James Young; £2,895.
1936 Bentley 3½-litre; £875.
1936 Bentley 6-litre; £375.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024]

ROSE & YOUNG, Ltd., offer:—

1949 Bentley Mark VI standard steel saloon, 36,000 miles only, immaculate condition; £2,565.
1937 Bentley 4½-litre Park Ward saloon, exceptional condition, black, 4266—65-68, Stenham Hill, S.W.2 (1 minute Stenham Hill Station). Tulsa Hill 6464. [C3057]

MASCOT MOTORS, Ltd., offer:—

1937 (Oct.) 4½-litre KT sports Freestone & Webb razor-edged sports saloon, good history and condition. £1,050.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007]

DAVIES MOTORS, Ltd., offer:—

1936 3½-litre Park Ward 4-seater drop head coupe, two-toned grey, wheel discs, carefully maintained. £750.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Thames 1562. [C1090]

PHILIP RICKARDS, Ltd., offer:—

1947 Bentley Mark VI drop head foursome coupe by Hooper, black/brown, one owner, in faultless condition, part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051]

McKINNON MOTORS, Ltd., offer:—

1948 (April) Bentley body by James Young, 2-door sports saloon, black, beige leather, sliding roof, radio, immaculate condition; current net list price £6,064, plus extras; £2,450; part exchanges and confidential terms.

McKINNON MOTORS, Ltd., Langham House, 3, Stamford Rd., Wallington, Surrey. Established 1906. Tel. 5404. [C3020]

A. SAUNDERS, Ltd., of Worcester.

1948 (Sept.) Bentley Mark VI standard steel saloon, finished in black with beige leather, fitted H.M.V. radio, recently been checked over by Messrs. Bentley Motors, Ltd.; £2,250.

AUSTIN House, Castle St., Worcester. Tel. 2366. [C4005]

MANN ROBERTSON & Co., Ltd., offer:—

1953 Bentley standard sports saloon, velvet green, under 2,000 miles, £4,250.
1951 Bentley Mk VI steel saloons, choice of two, both in superb condition with moderate mileage; full details on enquiry.

14 Berkeley St., London, W.1. Hyde Park 2075. [C3006]

LOXHAMS Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245.

OFFER the following carefully selected Bentley and motor cars for sale, terms, part-exchange.

1950 Bentley Mark IV standard steel saloon, one owner only from new, genuine mileage 40,659, a truly immaculate car, finished black with brown hide upholstery, radio, etc., guaranteed and strongly recommended at the attractive price of £2,775.

1949 Bentley Mark VI standard steel saloon, with moderate mileage, most attractively finished in beautiful mountain blue with brown hide upholstery, radio, etc., in exceptional condition and most competitively priced at £2,595.

1949 Bentley Mark VI drop head coupe by Park Ward, one owner only from new, supplied and serviced by us solely, genuine mileage 55,000, power operated hood, coachwork with beige hide upholstery, radio, this lovely coachbuilt coupe is offered for sale at £2,895.

1947 Bentley Mark VI standard steel saloon, one owner only, supplied and serviced solely by us, genuine mileage 55,000, finished black with brown leather at £2,150. [C2064]

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce & Bentley repairers & retailers, offer:—

1950 Bentley Mark VI standard steel saloon, black, blue leather, one owner, 35,000 miles, just decarbonised, supplied new by us, full history available, superb condition and value at £2,785.

1949 Bentley Mark VI, fitted beautiful 4-door sports saloon by H. J. Mulliner, colour black with grey leather, excellent Bentley history including very recent engine and gear box overhaul, really outstanding condition; £2,850.

OFFICIAL retailers and repairers—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956.

BENTLEY 3½-litre, August, 1935, special 4-door sports saloon, heater, radio, many extras, taxed; £650.—Duchess of Winton, Dorset. Tel. 108. [C9049]

4½-litre Bentley tourer, 1934, 65,000 miles, 31 splendid condition throughout, one owner; £690.—Box 0552. [B695]

BENTLEY (3½, 4½-litre and New 4½-litre)

1938 Bentley saloon, black, modern appearance, immaculate, offered mistaken for post-war car. £1,150.—54, London Rd., Brentwood, Tel. 1076. [C596]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock, [5361]

1947 Mark VI standard steel saloon: £1,000 over-haul at Bentley's, plus available; latest modifications; £1,075—Manfield Autos. Ltd., Euston 2597. [C5001]

BENTLEY 4½ 4-door sports saloon, immaculate order; guaranteed 6 months; reasonable price—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067]

1936 Bentley 3½ Thrupp & Maberly sports saloon, guaranteed, £655; payments—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

4½ Park Ward drop head coupe, used from end 1945, every extra, perfectly maintained Bentley agent; £1,650; would part exchange Mark VI standard saloon. Box 0782. [9261]

1937 Park Ward saloon this car has been reconditioned by us and is in excellent condition; £1,050—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. 2232-5. [C1065]

1950 (Sept.) Bentley H. J. Mulliner saloon, black, lawn leather, covers, radio, 5,000 only since new, superb condition throughout; Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

1947 standard steel Mark VI Bentley, 60,000 miles, complete history; £1,875 (part exchange welcomed)—Clayton's Cars (London), Ltd., 537, Fuston Rd., London, N.W.1. Tel. Euston 5229 (5 lines). [C1050]

1952 Model (Nov. 1951) Bentley big boy's saloon, serviced by Bentley Motors, new India tyres; £3,150.—Turf Motors, Fritzingham, Bradford, Tel. 41357, 9241

BENTLEY (Oct. 1948) Mk. VI Standard black saloon brown hide with 1600 sprinter and Wey. Gater improvements, chauffeur maintained, 40,000 miles; nearest £2,150.—Banks, Tregulov, Leeds, 8. [9133]

ROSE & YOUNG, Ltd., offer 1949 Bentley Mark VI standard steel saloon, 36,000 miles only, immaculate condition; £2,365—65-69, Stenham Hill, S.W.2. (1 minute Stenham Hill Station). Tulsa Hill 6464. [C3057]

1948 Bentley Mark VI standard saloon, in exceptional condition throughout, black with brown leather upholstery, maintained regardless of expense, history available—£2,525—Harry Martin, 25, Devonshire Place Mews, W.1. [9599]

1950 Bentley standard steel saloon, latest type suspension, low mileage, colour grey, immaculate car, all extras £2,750; exchanges, etc.—Park Garage (Molesey) Ltd., Hampton Court, Molesey Tel. Molesey 6199. [C3037]

1936 Bentley 4½-litre Thrupp & Maberly saloon, exceptionally good mechanical condition, tyres and paintwork, radio almost unmarked, radiator and lights, £875—Garage Service Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 4411. [C2019]

1951 (May) Bentley standard steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed, this car is in original condition and unmarked; £3,050.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C5011]

1935 (July) Bentley 3½-litre Park Ward sports 4-door sun saloon, with ride-control, H.M.V. radio, heater, loose covers, spotlight, taxed December; trade enquiries welcomed—Motors Ltd. (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

JACK ROSE, Ltd., offer: 4½ Bentley 4-door razor-edged saloon by Freestone & Webb, in black and red hide interior almost unmarked, radiator and all bright parts silver plated; car with Bentley history; accept £1,075—Stafford Rd., Wallington, Surrey, Wallington 6678. [C3056]

CAMDER MOTORS for Bentleys—4½-litre drop head foursome by Park Ward, one previous owner for some years and about 30,000 reconditioning recently, excellent black coachwork, numerous expensive extras, including radio, heater, etc.; £795.

CAMDER MOTORS for Bentleys—Park Ward 4-door sports saloon, 1955, in attractive condition all-round and expertly maintained by previous enthusiast owner, a nice car at the right price; £545.

CAMDER MOTORS for Bentleys—Also a most immaculate Thrupp & Maberly sports saloon of the same year.

CAMDER MOTORS, for Bentleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

A SNIP, privately owned 1950 Bentley VI, black with silver grey hide, radio, heater, screen washers, etc., extras, fog lights, mirrors, etc., beautiful new condition and, above all, mechanically open to any expert exam; tyres as new, spare unused, engine mods., chauffeur driven; £2,525—371, Earlsfield Rd., Battersea 0788. [9362]

1935-6 Bentley 3½-litre Park Ward Sportsman's black and chrome, most immaculately finished in quality real hide beautifully finished in royal blue, mechanically the car is exceptionally good, fitted almost new tyres, used, fitted twin new chrome passenger twin chrome windtone horns, new battery; a genuine opportunity to purchase a Bentley for £675.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, Co. Manchester. Fen 3457. [C1055]

BENTLEY Mark VI 2-door sports saloon, coachwork by James Young, finished black with grey leather upholstery, very carefully used, first registered May 1947, speedo reading 53,000 miles, exceptional condition throughout; £2,550 insurance and h.p. terms arranged—Wadhams Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991, ext. 56. [B806]

F. A. FOX & Co., Ltd., officially appointed Bentley retailers offer a 1950 Mark VI Bentley saloon, finished in black with blue leather, fittings include sunshade roof, radio and screen washers. It is also fitted with the 1952 type wheel disc rim embellishes, giving a handsome appearance; this car has been regularly and carefully maintained; we strongly recommend it at the attractive figure at £2,750.—F. A. Fox & Co., Ltd., 3-5, Burlington Gardens, Old Bond St. W.1. Tel. Regent 7687. [9172]

BENTLEY (3½, 4½-litre and New 4½-litre)

SPORTS 4-door 3½/1934 H.J.M. Saloon, leather, 4 boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available, exceptional value, low cost—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

BENTLEY (PRE 1931)

PERFORMANCE CARS—Good selection always available, written guarantee—See under Sports Cars. [C3041/R]

1925 Red Label Bentley in very good condition throughout, spare required, any reasonable offer accepted.—Box 0598. [B786]

Bentley Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Bentley cars—Grosvenor House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0658/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentley—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

BENTLEY Mark VI wanted, preferably under 30,000 miles—Bowling, 2, Elm Park Court, Pinner. Tel. 560. [W1012]

REQUIRED, good used Bentley—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley—71, Broad St., Midland 2437. [0357/R]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R]

BASINGSTOCK MOTOR Co., Ltd., urgently require 1947-9 Mark VI Bentley, up to £2,000 waiting for the best car offered.—Basingstock 477. [W1012]

ADVERTISER wishes to purchase privately low-mileage Bentley saloon; must be reasonable price and in first-class condition.—Box 0779. [9258]

WE will buy or part exchange your Bentley for a new one—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2004]

BENTLEY 4½-litre saloon, 1947-9 model, wanted quickly, preferably under 30,000 miles.—Adams, 625, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [9170]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise—Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 3562. [W2004]

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [9063/R]

JACK GILDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St. W.1. [W5030/R]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars—18, Berkeley St., W.1. Mayfair 6266. Service works and stores. Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0652/R]

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Esth. Wimbledon Tube). Liberty 7222 (6 lines). [81082/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0652/R]

A Bentley full repair service at most reasonable prices—Compton, 69, Westway St., Crystal Palace, Tel. Livingstone 3562. [0490/R]

Bent Minicar Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers, B.P. accounts settled, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0542/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R]

BRISTOL

L. F. WARD, Ltd.

1953 401 Bristol saloon, 7,000 miles only, one owner Cambridge grey, loose covers as new.

1952 Bristol 401 saloon, cream, deep maroon, radio, heater, 7,000 miles only, 1952 show model.

1948 Bristol 401 saloon, 1 h.p., radio, engine completely overhauled by us, grey, excellent condition.

L. F. WARD, Ltd., Orange Road Garage, Orange Rd., L. Thornton Heath, Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4043]

J. DAVY OF KENSINGTON

BRISTOL 401 saloon, virtually a new car, 2,700 miles, H.M.V. radio, twin speakers; offered at £2,375, a very useful saving on a car that cost £2,900 a few months ago—1804, Kensington High St., W.8. Western 9641. 215, Brompton Rd., S.W.7. Ken. 1108. [C1069]

BRISTOL 400 saloon, extremely fast, smart car with 3 radio, in most excellent condition; £265—Taylor & Craven, 33, Grosvenor Crescent Mews, Hyde Park Corner S.W.1. Slo 5213. [C4036]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

FRAZER-NASH CARS offer:—

1952 (April) Bristol 401 saloon, one owner, colour green, Ekco radio, heater, best quality cloth seat covers, special mats, oil radiator, screen washer, fog lamp.—A.F.N., Ltd., Falcon Works, London, Rd., Isleworth, Middx. (Hounslow 0011.) [C2015]

ANTHONY CROOK offers:—

1953 Bristol 403, new from stock.

1953 401, new from stock.

1951 Bristol 401, 17,000 miles, heater grey; £1,750.

1950 Bristol 401 Cambridge grey; £1,650.

WE have in stock a large number of Bristol Type 400s ranging from 1948 to 1950 models.

ANTHONY CROOK, the Bristol distributor, Caterham Hill, Surrey, Caterham 2232-3. [C1063]

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2565

!! Chipstead Motors, Ltd.—See our advertisement

under "Sports Cars." [C1046]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141.

MR. WHITNEY STRAIGHT'S Bristol 401, carefully

maintained and in impeccable condition, fitted

with specially tuned engine, 403 type brakes and anti-

lock, 2,000 miles since complete overhaul of engine

chassis by A. Street offer to £1,750.—N.W.3.

Apply to Secretary to Mr. Whitney Straight, Ealing

7777. [19138]

Bristol Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol

B. J. HUNTER, Ltd., 22, Crickwood Broadway,

N.W.2. Tel. Gladstone 6305. [W2040]

RALLY enthusiast with limited capital wants late

model 400 or 401 if cheap.—Write Box 0781, [9260]

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Bristol.—Hampstead (Tube), N.W.3. Ham-

6041. [W4018/R]

PRIVATE motorist offers cash for a well-kept Type

401, full particulars to—Brierley, 95, 84, Andrews

Rd., North, St. Anne-on-Sea, Lancs. [19156]

A.F.N., Ltd., will purchase for cash Bristol Type 400

and Type 401 cars.—Falcon Works, London, Rd.,

Isleworth, Middx. (Hounslow 0011.) [C2015]

BRISTOL 401 1950-1 wanted, good condition essential,

would part exchange 1953 Zephyr if required.—

Broomfield, Wellingham Farm, Lewes. [9268]

H. F. EDWARDS urgently require good Bristol for

immediate cash; distance no object; details please

to—200, Great Portland St., London, W.1. Tel. Lang-

ham 0012. [W2003]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for B.S.A.—Hampstead (Tube), N.W.3. Ham-

6041. [W4018/R]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares;

comprehensive stock; wholesale and retail; 40, Port-

land St., W.1. Langham 7733. [1014/R]

BUGATTI

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

Welwyn 481-2-3, offer:—

TYPE 578 rebuilt regardless of cost and registered

1950, 2-seater sports, winter of many races,

genuine 115mph, docile in traffic, fitted with 4 S.U.

carburetors, in faultless condition; £495. [C1001]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd.,

Kilburn, N.W.6. Made Vale 1531. [0071/R]

BUICK

SIMPSON'S offer:—

RHD 1951-52 Buick, all extras, low mileage.

1952 Buick 2-door, fully equipped.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American

Car Specialists), 345, High Rd., Wembley. Wem-

bley 8691/3905. [C4015]

ROSE & YOUNG, Ltd., offer:—

1939 Buick Club saloon, steering control gear

change, immaculate condition, black; £325.—

65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute

Streatham Hill Station). Tulse Hill 6464. [C3057]

BUICK phaeton tourist 51hp, in excellent condition,

taxed, price £300.—Tel. Walton-on-Thames 2261.

[9161]

RHD 1947 Buick, radio and heater, colour black

—Joe Thompson (Motors), Ltd., 97

Fulham Rd., S.W.3. Kensington 4858. [C4028]

1937 Buick super limousine, £375, stored for some

years; part exchanges and hire purchase

arranged.—Lawton-Goodman, 135, Crickwood Broad-

way, N.W.2. [C2022]

1939 Buick Viceroy saloon (steering column gear

change), leather upholstery, excellent condi-

tion; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd.,

W.6. Riverside 6274. [C4036]

1949 Buick super jet back sedanette, 24,000 miles

only, one owner, radio, heater; £1,175.—

Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde

Park Corner, S.W.1. Glo. 5213. [C4036]

£365—An exceptional specimen 1939 Buick Carl-

son, four down, drop head coupe, right-hand

drive, black with real English leather upholstery,

steering column gear change, press-button Motorola

radio, twin wing mirrors, twin spares, etc., the

appearance of this car, both inside and out, is excel-

lent and its mechanical order and performance are of

the most impressive kind; all six tyres are thoroughly

sound and the car is guaranteed by us in writing.

CAMPDEN MOTORS, Leighton Buzzard, Beds. Tel.

2041. Open till 8 p.m. Write for catalogue. [C1035]

Buick Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Buicks—

97, Fulham Rd., S.W.3. Kensington 4858. [W3928]

Buick Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Buick

car—280, Old Brompton Rd., S.W.5. Frenantle

5471. [W3064]

7-SEATER private 1937/38 Limousines required, cash

waiting. Alpe & Saunders, Providence Court,

North Audley Street, Mayfair-2941. [W1006]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick

buyers, also large selection for sale. See under

"American Cars."—Wembley 8691/3905. [W4015/R]

H. F. EDWARDS urgently require good Buick for

immediate cash; distance no object; details please

to—28, Upper High St., Epsom, Surrey. Tel. Epsom

9400. [W2031]

SOLE concessionaires, Lendrum & Hartman, Ltd., will

purchase used Buick models.—Showrooms: Buick

House, Albemarle St., Piccadilly, London, W.1. Hyde

Park 7121. [0304/R]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman,

Ltd., Buick Works, Old Oak Lane, Willesden Junction

N.W.10. Tel. Elgar 7911. [0141/R]

CADILLAC

SIMPSON'S offer:—

1951—52 Cadillac, low mileage, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American

Car Specialists), 345, High Rd., Wembley. Wem-

bley 8691/3905. [C4015]

CADILLAC limousine, 1938/9, handy shift gear, one

owner, 27,000 miles, specimen car; £775.—Joe

Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3.

Kensington 4858. [C4028]

1948 Cadillac convertible, all power-operated, Hy-

draulic, low mileage, essence of distinction

luxury, 1,775—Taylor & Crawley, 35, Grosvenor

Crescent Mews, Hyde Park Corner, S.W.1. Glo. 5213.

[C4056]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac

buyers.—Wembley 8691/3905. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Cadillacs—

97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

METCALFE & MUNDY, Ltd., will buy your Cadillac

car—280, Old Brompton Rd., S.W.5. Frenantle

5471. [W3064]

SOLE concessionaires, Lendrum & Hartman, Ltd., will

purchase used Cadillac models.—Showrooms: Buick

House, Albemarle St., Piccadilly, London, W.1. Hyde

Park 7121. [0004/R]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman,

Ltd., Buick Works, Old Oak Lane, Willesden Junction

N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET

SIMPSON'S offer:—

RHD 1953 Chevrolet, all extras, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American

Car Specialists), 345, High Rd., Wembley. Wem-

bley 8691/3905. [C4015]

GATEHOUSE offer:—

1946 Chevrolet saloon, black, one owner, 36,000

miles; £265.—Gatehouse Motors, Ltd., High-

gate Village, London, N.6. Mountview 4444. [C2021]

1949 Chevrolet Styleline 2-dr. saloon, r.h.d.,

heater; £1,095.

1949 Chevrolet Styleline 4-dr. saloon, radio and

heater, r.h.d.; £1,195.

CHOICE of other Chevrolets in stock

BRITISH & COLONIAL MOTORS, Ltd. (Distributors

for London and Home Counties), 15-14, Upper St.

Martin's Lane, W.C.2. Temple Bar 3568. [C1027]

RHD Chevrolet 4-door saloon, 2,000 miles only—

Joe Thompson (Motors), Ltd., 97, Fulham

Rd., S.W.3. Kensington 4858. [C4028]

1947 Chevrolet 4-door Westminster R.H.D., 20,000

miles, excellent condition; £750 o.n.o.—Macintosh,

Broompark, Cheadle, Inverness. [19127]

CHEVROLET 30hp, 1941, a roomy saloon with pleasing

lines and faultless performance; £325.—Carr Bros

Garages, Ltd., High St., Purley, Surrey, Uplands 4812.

[C1041]

1948 Chevrolet de luxe estate car, 35,000 miles,

one private owner; £395.—Taylor & Crawley,

33, Grosvenor Crescent Mews, Hyde Park Corner,

S.W.1. Glo. 5213. [C4056]

Chevrolet Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Chevro-

let car—280, Old Brompton Rd., S.W.5. Frenantle

5471. [W3064]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chev-

rolet buyers; also large selection for sale. See under

"American Cars."—Wembley 8691/3905. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors

for London and Home Counties, require good Chev-

rolet cars.—Upper St. Martin's Lane, W.C.2. Temple

Bar 3588. [W1027/R]

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles;

distributors for London and Home Counties.—

British & Colonial Motors, Ltd., Upper St. Martin's

Lane, W.C.2. Temple Bar 3588. [C1027/R]

CHRYSLER

SIMPSON'S offer:—

1949 '50 Chrysler saloon 4-door, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American

Car Specialists), 345, High Rd., Wembley. Wem-

bley 8691/3905. [C4015]

£195—Genuine 1939 Chrysler Wimbledon 24hp

de luxe saloon, needs respray unrepeatable bar-

gain; £60 down.—Bray Motors, 180-184, West End

Lane, N.W.6. Hampstead 6490. [C1024]

1947 Plymouth Chrysler saloon, black cellulose

with grey interior, mechanical and bodily

condition excellent, maintained regardless of cost by

fastidious owner who purchased car almost new from

Canadian Diplomat. Any trial, part exchange or terms.

£250.—Apply W.C. Mealing, 99, Richardson St., High

Wycombe 2476. [9560]

LIMOUSINE, 1937, Imperial, 34hp, partition, for-

ward occasional, black, immaculate, bargain, £295.

Alpe & Saunders, Providence Court, North

St. Mary's-2941. [C1006]

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroën Cars Wanted
ACE SERVICE STATION (LONDON), Ltd.
 THE Citroën distributors are the largest buyers of used Citroën cars in the British Isles; trade enquiries welcomed.
NORTH Circular Rd., Stonebridge Park, N.W.10
 Right 5949, 15 lines. [W1000/R]
CITROËN in good condition for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]
REQUIRED, good used Citroën.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]
CITROËN—John & Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173 Westbourne Grove, W.11 May 4274 [W1035]
CITROËN cars wanted for cash or part exchange by the Citroën specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey, Tel. 665. [W2061]

Citroën Spares and Service
SOUTH of the Thames.
BAILES of Croydon, distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3151-2. [O187/R]
THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6, Tel. 52627-8.
 The Citroën Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [O61/R]

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4863.—Citroën parts, reconditioned drive; trains 48-hr. service.
SHRIMPTON'S MOTORS, Ltd., London Distributors
 Head office and showrooms.—242-244, Brompton Rd., S.W.3, Kensington 9464.
SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1, Tel. Blooms 5490, 0777/N.

WOODFORD CAR MART, Essex distributors for Citroën cars, sales, service and reconditioning.
 Woodford New Rd., Woodford Green, Essex. Buckhurst 6017. [O200/R]

CITROËN.—We are distributors for N.W. Kent and specialists in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. [O746/R]
BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2284). specialists on Citroën body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [O585/R]

CONNAUGHT
 Connaught 2-seater sports, 1,330 miles, amazing bargain, £745.—Richards & Carr, 55, Kinnerton St., London, S.W.1, Blooms 5424. [O3045]
CONNAUGHT racing 2-seater sports, 1953 and unregistered, in red with grey upholstery, 1,767cc stage II, tuned, suitable for sports car class racing or ordinary private use; unrepeatable bargain at £965. J. B. Naylor, Ltd., 81-83, Wellington Rd., South Stockport, Cheshire. Tel. Stockport 4234. [9157]

DAIMLER
R. F. PUIGOLE, Ltd.
1951 Daimler Consort saloon, genuine mileage 4,000, fitted radio, colour blue, £1,325. Tel. R 1685.
R. F. PUIGOLE, Ltd., Bushey Heath, Herts. Tel. R 1685.
J. DAVY of Kensington.

DAIMLER Consort (1951), a superior car in immaculate condition; £1,070, exchanges welcomed.—100.4, Kensington High St., W.8, Western 9641, 215, Brompton Rd., W.11, Tel. 2251. [C1069]
DAIMLER MOTOR CO., Ltd., offer:

1937 Daimler Light Straight Eight, engine completely reconditioned and in beautiful condition throughout; £375.—Andover, Hants. Tel. 5405. Open week-ends (Sundays inspection only.) [C1005]
STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Conquest saloon (1953), mileage under 5,000, as new; £1,450.
DAIMLER 2½-litre Consort (1951), black with beige leather, low mileage; £1,150.
DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £950.
DAIMLER 4½-litre limousine, blue with cloth to rear, very well maintained; £450.

STRATSTONE, Ltd., 40, Berkeley St., W.1 (Mayfair 3404), Service, 7, Herbrand St., Russell Square, W.C.1 (Fermius 7464).

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.
 A Welwyn 481-2-3, offer:
1951 Daimler 2½-litre special sports coupe, body by Barker, maroon, beige leather, H.M.V. radio, heater, overdrive, speedo, reading 19,000 miles, one owner, immaculate throughout; £1,550.
1947 Daimler 2½-litre saloon, black, red leather upholstery, excellent order throughout; £695. [C1001]

1953 Conquest saloon, one owner, black/green leather, 1,500 miles, £1,495.
1951 Consort saloon, black/red leather, heater, radio, loose covers, 21,000 miles, one owner; £1,025.

JACK OLDING & Co., Ltd., Audley House, North Audley St., Mayfair 5242. [C3050]
DAIMLER 1958 privately owned 3½-litre Freestone and Webb saloon; reasonable price.—Tel. Oxford 5898.

1947 Daimler 2½-litre saloon, magnificent car; £610.—Autowork, Ltd., Winchester, Tel. Winchester 4834. [C1010]
1948 Daimler 2½-litre, black, radio H.M.V. heater, extra, taxed; £775.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [O962/R]

1950 (Feb.) Daimler 2½-litre saloon, colour black/red upholstery, mileage 28,000, superb condition, taxed to Dec. 1953, price £845.
H. BEARD BROTHERS, Broad Quay, Bideford, Tel. 470. [9137]

1951 model Daimler Consort 2½-litre saloon, radio, heater, etc., 16,000 miles only.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [C2028]

1952 Daimler special sports coupe in immaculate condition, mileage 14,000, heater, radio, cost £2,830; sacrifice £1,550; genuine half price bargain.—F. & G. Gloucester Sq., W.2, Pad. 5427. [9152]

DAIMLER
 Daimler limousine, 1936, black, leather, 20hp, 18 m.p.g., good; 7-seater; excellent for country hire work; £215 or offer.—Metcalfe, 93, Raymouth Rd., Rochester, S.E.16, Hammonds 3740. [9196]

695 gns.—Daimler, late 1948, 2½-litre de luxe saloon, black, sliding head, red leather, heater, twin headlights, unworn tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Daimler, September 1939, 2½-litre de luxe saloon, blue, sliding head, blue leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROY'S offer, 1936 Daimler 2-litre saloon, discs, a well preserved car, £350, h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station), Euston 2700 and 6994. [C3059]

NAYLOR & ROOT—1948 Daimler 2½-litre saloon, grey, red hide upholstery, low mileage, immaculate condition throughout; £645; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022]

DAIMLER 15hp, completely rebuilt chassis, new aluminium bonnet and wings, modern style, sprayed maroon with hand-built polished mahogany body.—The Thurock Flint Co., Ltd., West Thurock, Grays, Essex, Tel. Tibury 674 and 2356. [9136]

1950 Daimler 2-litre saloon, finished in black with green leather upholstery, one very careful owner, speedo reading, 32,000; exceptional condition throughout; £900; insurance and h.p. terms arranged.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton, Tel. 2991, ext. 56. [6807]

£335—Who seeks a magnificent vehicle that provides views pleasure and prestige without too enormous outlay and depreciation? 1937 Daimler 20, fitted "one off" Salmons beautiful 4-door sports saloon body (cost over £1,000); late property chairman of well-known company, chauffeur maintained, used only occasionally, naturally in mint condition inside and out even to the oil and water temperature gauges functioning accurately; innumerable extras. Ace Super discs, two spares, nearly new tyres, twin spotlights, Gallay Master Heater; £475 approx, spent at works for complete mechanical "as new" renovation; ample reason for sale, purchase of new Daimler.—Cardinal Motors, Hythe, B656 St., Oxford, Tel. 4544. [9250]

LIMOUSINE (swept tail) 1937 32hp, partition, widest occasional, black, exceptional condition throughout, concealed luggage carriers. Alpe & Saunders, Providence Court, North Audley Mayfair-2941. [C1006]

DAIMLER Cars Wanted
CASSIS MOTOR MART require carefully used Daimler.—S. Warren St., W.1, Euston 4110. [W1040]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object; details please to: 7-8, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

7-PASSENGER 1937/38 privately owned EL24 also 1938/32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

DAIMLER Cars and Service
PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [O145]

DAIMLER and Lanchester specialists.—Detham Motors, 17 Atherton's Mews, S.W.7 Western 9541. [6432]

ARCOOT ENGINEERING, Ltd.—Pres-selector gear boxes exchanges and repairs.—169 Fulham Rd., S.W.3 Kensington 7301. [O236/R]

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkie, Ltd., 1 Weston Park, Kingston-on-Thames, Kin 2241-2. [S4053/R]

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and Service.—Kiddemister Rd., Croydon 5775. [O688]

A. LLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4195. [O460/R]

A. LLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4195. [O460/R]

DELAGE
BROOKLANDS.—Individuality, new and used cars
1951 Series Delage D.6 saloon, mileage 9,000
1031 New Bond St., London, W.1 Mayfair 8551-6. [C1029]

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

Delage Spares and Service
SELBORNE'S World Concessionaires, engine and body repairs; parts supplied.—62, Park St., W.1. [O659/R]

Delage Spares and Service
SELBORNE'S World Concessionaires, engine and body repairs; parts supplied.—62, Park St., W.1. [O660/R]

DELLOW
GORDON GARAGE (DULWICH), Ltd. Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [O610/R]

DE SOTO
SIMPSON'S offer:
1951 52 De Soto station wagon; all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Wembley 6691/3903. [C4015]

D.K.W.
B. & M. GARAGES, Ltd. for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeve cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2, Paddington 6577. [O1016/R]

D.K.W. Spares and Service
NEW big-ends and mains fitted to D.K.W. crankshafts.
C. F. SMITH & Co., 85-85, St. John's Hill, Clapham Junction, Bat 0871.

DODGE
£295—Dodge 20hp 6-seater saloon, 1939, equipped with steering column gear change, modern and attractive body styling, real leather interior, over-drive giving maximum economy on petrol, a nice car.
CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. [C1085]

Dodge Spares and Service
DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex, Tel. 58474/57127. [O162/R]

DODGE specialists, repairs, spares, exchange engines.—L. A. Mitchell (Motors), Ltd., 1, Belham High Rd., London, S.W.12. Tel. Belham 2234. [O562/R]

DYNA PANHARD
1952 Dyna Panhard, actual Motor Show car for sale; £850.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey, Tel. 7232-3. [C1043]

FIAT
C. V. RUSHMER, The Fiat Specialist, offers:

POST-WAR 500 coupe, registered March 1951, under 5,000 miles, showroom condition.
1939 Fiat 500 fixed head coupe, entirely rebuilt, showroom condition.
3 months' guarantee.—39, Holland Park, W.11, Park 5781. [C1061]

1938 Fiat 500 saloon, excel. condition; £180 o.n.p.—103d, Cambray Rd., S.W.12. [9240]

1500 Fiat, 1937-6, excellent condition, new tyres and battery; £185.—Radlett 6161. [C1048]

1938 supercharged saloon, as new, radio; £465.—Manfield Autos, Ltd., Euston 2587. [C3001]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1940 500 4-seater convertible, reconditioned engine, heater; £255.
CLAIRMONTE BROS. always have several 500 Flats from £200-£260; some with reconditioned engines. Shanklin Rd., London, N.8. Mountview 5265. [C1056]

FIAT 500, buying or selling; write or phone.—S. & S. Motors, 165a, Westbourne Grove, W.11, Bayswater 1644. [9145]

FIAT gear box, good condition, well looked after; £225.—A. Trapani, Skindies Hotel, Maidenhead. [9155]

295 gns.—Fiat 1100, 1939, 4-door pillarless saloon, black, sliding head, lawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Fiat 500, 1937, convertible coupe, pastel blue, leather upholstery, very good condition, choice of 4 Fiat 500s; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£200—1938 Fiat 1100 508C pillarless saloon, outstanding performance.—126, Green Dragon Lane, Winchmore Hill, N.21. Laburnum 3784. [9342]

£325—1947 model Fiat 500 cabriolet, replacement engine a few weeks ago by Fiat specialists, brakes just refitted, taxed year.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025]

MAYFAIR GARAGES, Ltd., the following is a small selection of used Fiat cars actually in stock at the time of this advertisement going to the printers, all cars in our showrooms are plainly price ticketed.—Below.

MAYFAIR GARAGES, Ltd., although almost exclusively a Fiat organization, are able to take other makes of car in exchange for Flats at competitive allowance prices.—Below.

MAYFAIR GARAGES, Ltd., 1948 (registered June, 1951) 1100C 4-door pillarless de luxe saloon, 1½ hr drive reconditioned grey, very smart car with outstanding road performance, 3 months' guarantee; £355.—Below.

MAYFAIR GARAGES, Ltd., (June) 1939 2nd series 500 de luxe full 4-seater convertible saloon, silver grey, smart car with excellent and economical road performance, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd., (October) 1939 2nd series 500 de luxe convertible coupe, two-tone brown and beige, bumpers, excellent condition throughout, 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd., 1936 1500 4-door pillarless saloon, grey, red leather upholstery, good tyres, roomy car with excellent road performance; £175.—Below.

MAYFAIR GARAGES, Ltd., 1938 model 500 convertible coupe, black, economical car ready for immediate road use, £145.—Below.

MAYFAIR GARAGES, Ltd., 1937 500 hardtop coupe, M green, in serviceable condition; £125.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St., opp. Selfridges, Mayfair, W.1, Mayfair 3104-5, Open 9-6, Sat. 9-1. [C3009]

Fiat Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

PRIVATE purchaser requires sound 1100 or Aprilia; cash deal.—Details please to Box 0776. [96254]

MAYFAIR GARAGES, Ltd.—Top cash prices for Flats.—Balderton St., W.1, Mayfair 3104. [O659/R]

Fiat Spares and Service
FIAT 500 trouble?—Try B.D.J. (England), Ltd. 65, Lowlands Rd., Harrow, Byron 6028. [O525/R]

FIAT 500 genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11, Tel. Bay, 1644. [O1316/R]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. [O509/R]

MAYFAIR GARAGES, Ltd.—£35, Fiat 500, fully reconditioned 8/6 engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1, Mayfair 3104; open 9-6, Sat. 9-1. [O652/R]

FORD (8 h.p.)
£165—Ford 8 1939 saloon, beautiful condition.—Clatworthy, Drakewalls, Gunnislake, Cornwall. [9584]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

DICKS.
1949 Ford 8 saloon, really genuine this car; £325.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)
CAR MART, Ltd.
1953 Ford Anglia saloon, 2,000 miles; £465.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)
NEWNHAMS, Ltd.
1953 Ford Anglia saloon, low mileage, carefully used; £410.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6, Riverside 4646. (C3024)
PERRY'S OF HARROW
HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 4282 for details.
W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) (0099 R)
ELITE MOTORS offer:
1946 Ford Anglia, black/brown, moderate mileage, absolutely unmarked; £375.—Watford Way Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)
DAGENHAM MOTORS, Ltd., Ford main dealers.
1950 Ford Anglia, 10hp engine, green, 23,000; £375. Park Lane, W.1; Hyde Park 4866, 374, Ealing Rd., Alperton, Middx.; Perivale 3388, And 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. (C1066)
ANGLIA, 300 miles only, black; list plus extras—99. A Wincombe Rd., Garshaiton. (9285)
1946 Ford Anglia, black, very smart, one owner, taxed year; £235.—Eltham 3066. (9265)
1950 Ford Anglia 1949, black, well maintained vehicle and bodywork condition.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (C2008)
1953 Ford Anglia, delivered last week, owner going abroad, at price; Box 0720. (9084)
1951 Anglia, 12,000 miles, one owner, mist green, beige, radio, for lamp, taxed year; £410. (9364)
GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.6, Macdonald 3863.
1953 Ford Anglia export 10hp, mileage 8,000; best offer over £450.—Selmer, Green Lane, Selsey. (9235)
1936 Ford 8 saloon in good condition; £125.—99, Garratt Lane, Wandsworth, S.W.18, Battersea 5770. (C4062)
1950 Ford Anglia, export model, leather, 10hp engine, very exceptional condition; £365.—And Prospect 4434. (9350)
225 gns.—Ford Anglia, 1940, saloon, pastel green, very good condition; terms, exchanges.—Rowland Smith, below.
165 gns.—Ford 8, 1938, saloon, black, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Loughton (Hampstead Tube), Hampstead 6041. (C4018)
1952 Ford Anglia, as new; £400.—Smith & Hunter, Ltd. 376, Kensington High St., London, W.14, Tel. Western 2312. (C4019)
ANGLIA, Aug. 1952, as new, fawn, loose covers, etc. 8,000 miles; £400; Ford serviced—10, Riverhouse Drive, West Ewell, Tel. 3556.
1939 Ford 8 saloon, £195, or £65 deposit; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 9536.
1949 Ford Anglia saloon, £355; also Ford Anglia 1951, excellent, guaranteed, £585; exchanges, terms.—Palmer, 53, York St., Twickenham, Popesgrove 1890-7087. (C5034)
ROYS offer:—1939 Ford 8 saloon, excellent; £195; A.H.P. and exchanges.—Rovs Automobiles, Ltd., 127, Parkway, N.W.1, (Near Camden Town Tube Station), Euston 2700 and 8894. (C5054)
ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, A and B-14, Meard St., Soho, W.1, Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (0578 R)
1947 Ford Anglia, black, recon, engine recently fitted, really splendid condition; £280; terms, exchange.—Tale & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11, Speedwell 9875. (9568)
1952 model Ford Anglia, one extremely careful owner, 11,800 miles only, fitted Tygon loose covers, almost as new; £395.—Garage Service Co., Ltd., 1981, Finchley Rd., Golders Green, N.W.11, Speedwell 8892 and 7008. (C2019)
PRIDE & CLARKE, Ltd., 1952 Ford Anglia saloon, black/brown leather, 12,000 miles, one owner, loose covers, £399; 1951 black/brown leather, £379; 1950 black/beige leather, £359; 1949 beige/brown leather, £329; 1947 black/red leather, loose covers, £299; 1946 black/red or black/brown interior, choice two, from £269; three months guarantee, terms, exchanges, list.—Stockwell Rd., S.W.9, Brixton 6251. (C5068)

Ford Eight Cars Wanted

C M
THE CAR MART, Ltd. wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (0176 R)

Ford Eight Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3 Ham 6041. (W4019 R)
WANTED, 1952-53 Ford Anglia, low mileage.—Jack Ross, Ltd., Stafford Rd., Wallington, Surrey (W5056)
FORD (10 h.p.)
CAR MART, Ltd.
1953 Ford Prefect saloon, 3,000 miles; £555.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1059)
SLOCUMBS, Ltd.
WE are pleased to offer a most exceptional 1949 Prefect in beige, with 4-door body.
A PLEASANT car in every way and carrying our special guarantee; £585, or £129 deposit.
PART exchanges, cars or motor cycles, existing H.P. accounts settled; we close at 7.30 p.m., Saturdays 6 p.m.
38-52, Dudden Hill Lane, N.W.10, Willesden 4669, and 379, North Circular Rd., N.W.10, Gladstone 9348. (C4017)
GATEHOUSE offer:
1951 (July) Ford Prefect, leather, 17,000 miles; £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6, Mountview 4444. (C2021)
PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 for details.
W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) (0100 R)
RUSSELL MOTORS offer:
1948 Ford Prefect saloon, black; £325.
ANY trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Tel. Sloane 9288. (C3060)
ANDOVER MOTOR CO., Ltd., offer:
1951 Ford Prefect in spotless condition, black with brown leather at £475.—Andover, Hants, Tel. 3405. Open week-ends (Sundays inspection only). (C1093)
ALLAN TAYLOR MOTORS, Ltd., offer:
1950 Ford Prefect saloon, leather upholstery; £425.
1948 Ford Prefect saloon, reconditioned engine, recolluded; £375.
HIGH ST., Wandsworth, S.W.18, Tel. Vandyke 4435 (5 lines). (9363)
DAGENHAM MOTORS, Ltd., Ford main dealers.
1948 Ford Prefect, beige, hide, 24,000; £385.
56 Park Lane, W.1; Hyde Park 4866, 374, Ealing Rd., Alperton, Middx.; Perivale 3388, And 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. (C1066)
W. J. BROWN, Ltd., established over 30 years, used Ford specialists.
1953 (April) Ford Prefect saloon, Bristol fawn, red upholstery, 1,700 miles, one owner, completely new; £545.
1952 (May) Ford Prefect saloon, black, red leather, 9,000 miles, one owner, as new; £515.
1951 (Jan.) Ford Prefect saloon, beige, brown leather, 17,000 miles, fitted draught deflector, owner, specimen condition; £470.
1949 (July) Ford Prefect saloon, black, brown leather, exchange engine, 4,000 miles, one owner; £395.
339 Finchley Rd., N.W.3, Ham 4414. (C1025)
1947 Ford Prefect saloon, speedo reads 47,000, black with beige cloth.—Woking 2163. (9125)
1945 Ford Prefect 1951, black, leather upholstery, very splendid condition throughout.
1945 Ford Prefect 1951, green, leather upholstery, in the hands of one careful owner only.
1948 Ford Prefect 1952, leather upholstery, smart bodywork and interior condition.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (C2008)
1953 (May) Ford Prefect, green, leather, 3,600, 6 months' warranty; £525.—Haskins, Ladbroke 1155. (C5027)
1952 Prefect, 10,000 miles, leather, leather upholstery, spare unused, perfect example; £505.—below.
1950 Prefect, black, one owner, recon, engine, nice condition; £395.—below.
1949 Prefect, black, leather, bench-type front seat, seat covers, good condition; £375.
OVERHALL GARAGES, Ltd., Staines Rd., Bedford, Middx. Ashford 5505. (9365)
1939-40 Ford Prefect saloon, black/red leather, good condition; £225.—After 6 p.m., 67, Meadow Way, Cranford Lane, Heston, (9324)
FORD Prefect 1950, green, green leather, excellent condition throughout; £495.—Carr Bros Garages, Ltd., High St., Purley, Surrey, Uplands 4812. (C1041)
1947 Ford Prefect 4-door saloon, leather, excellent condition; £335; exchanges, terms.—Palmer, 53, York St., Twickenham, Popesgrove 1890-7087. (C5054)
ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, A and B-14, Meard St., Soho, W.1, Langham 1594-5. 1946-50 Ford Prefect saloons, low mileage, all guaranteed.
NAYLOR & ROOT.—1952 Ford Prefect saloon, beige, genuine 9,000 miles, almost as new throughout, excellent value; £525; written guarantee—25, East Hill, Clapham Junction, S.W.11, Bait. 2252. (C3022)
345 gns.—Ford Prefect, 1947 saloon, black, green leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
PRIDE & CLARKE, Ltd., 1952 Ford Prefect saloon, black/brown leather, 16,000 miles, radio, one owner, £499; 1951 beige/brown leather, one owner, £449; 1948 black/red leather, £349; three months guarantee, terms, exchanges.—Stockwell Rd., S.W.9, Brixton 6251. (C5068)

Ford Ten Cars Wanted

C M
THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. (0174 R)
MARSTON MOTOR CO., Ltd., for your Ford 10, 16, 18, 8000 Seven Sisters Rd., Tottenham N.15. (0179 R)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube) N.W.3 Ham 6041. (W4018 R)
FORD CONSUL
H.W. MOTORS, Ltd., offer:
1953 (model) Ford Consul, finished green with beige leather, fitted radio, heater, wing mirrors, one owner, mileage 7,000, virtually as new; £735.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)
TOM GARNER, Ltd., offer:
1953 Ford Consul saloon, black with red upholstery, radio, 4,000 miles only; £799.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 3265-6-7. (C2020)
WARWICK WRIGHT, Ltd., offer:
1953 Ford Consul saloon, black, 8,000 miles; £755.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)
DAGENHAM MOTORS, Ltd., Ford main dealers.
1952 Ford Consul, green, radio, heater, 16,000; £675.
56 Park Lane, W.1; Hyde Park 4866, 374, Ealing Rd., Alperton, Middx.; Perivale 3388, And 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. (C1066)
W. J. BROWN, Ltd., established over 30 years, used Ford specialists.
1953 (May) Ford Consul saloon, green, beige leather, 7,400 miles, one owner, perfect; £725.
1952 (April) Ford Consul saloon, opal blue, beige leather, beige with red, as new; £665.
339 Finchley Rd., N.W.3, Ham 4414. (C1025)
1953 March 53 Consul, 3,000 miles, radio and heater, beige with red, as new.
DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 266. (C1070)
1951 Consul, grey, leather, radio, heater, excellent condition, genuine 18,500; £625.—Orpington 19417.
1953 (registered 1952) Ford Consul, 10,000 miles, £710.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3, Kensington 4058. (C8028)
1953 Ford Consul, 3,000 miles only; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon Addiscombe 3066. (C1076)
1953 Ford Consul saloon, leather upholstery, 3,500 miles only, new condition, 3 months guarantee, hire purchase, exchanges.
L. AMBRO, Finchley Showrooms, 421/423, High Rd., Finchley N.12, Finchley 6221. (East Finchley Underground.) (C2052)
625 gns.—Ford Consul, 1952, saloon, pastel green, leather, radio, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.
595 gns.—Ford Consul, 1951, saloon, grey, leather, radio, heater, one owner, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
1953 (May) Consul, overseas model, green, taxed year, comp. insurance May, one private owner, transferred unsuitable district Tanganyika, 6,500 miles.—Cherrytrees, West Braye Drive, Chichester 3066. (9115)
CAMDEN MOTORS for Ford Consul—6,210 miles only (authenticated by previous owner), March, 1953, delivery, leather upholstery and heater, condition, literally as new; £745.
CAMDEN MOTORS for Ford Consul—Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)
Ford Consul Cars Wanted
R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube) N.W.3 Ham 6041. (W4018 R)
FORD ZEPHYR
W
HAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.
1951 (June) Ford Zephyr 8 saloon, green leather, heater, radio and loose covers, immaculate car; £375.
THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.
W. HAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (C5042)
GLANFIELD LAWRENCE offer:
1951 Ford Zephyr saloon, one owner, 10,000 miles, metallic green, radio, heater, leather, as new; £699.—407, High Rd., N.12, Finchley 0091. (C2055)
CHARLES FOLLETT, Ltd., offer:
1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 3 months' guarantee; £725.
18 Berkeley St., W.1, Mayfair 6266.
SERVICE WORKS & STORES: Barnsdale Yard, off Eain Ave., W.2, Cunningham 5956. (C2019)
1952 blue/blue leather; £725.
H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. (C4040)
1953 Ford Zephyr saloon, all extras, as new; £815.—Manfield Autos, Ltd., Euston 2587. (C5061)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Zephyr, green, radio, heater, 20,000; £650.

56 Park Lane, W.1; Hyde Park 4866, 374, Ealing Rd., Alpertons, Middx.; Perivale 3588, And 6, 8 and 12, Bangley Rd., Catford, S.E.6; Hither Green 4621. (C1066)

1953 Ford Zephyr saloon, one owner, black red leather, 7,500 miles, absolutely as new, many extras, guaranteed; £775.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4055)

1953 July Zephyr, 2,000 miles, black red leather, heater, £795—Elborn Bros., Ltd., Lady Margaret Rd., Southall, Middx. Wax 1891. (9353)

695 gns.—Ford Zephyr, September 1952 (1953 Series) saloon, green, radio, 8,000 miles, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Ford Zephyr, 1951, saloon, duo-green, leather, radio, heater, one owner, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1952 Ford Zephyr saloon and many other Fordas will be sold by Auction at Alexandra Palace on Thursday, at 12.30 p.m. by Southern Counties Car Auctions, Ltd. (9086)

1951 Ford Zephyr saloon, radio, heater, low mileage, one owner, immaculate condition, guaranteed; £675; exchanges, terms.—Palmer, 53, York St., Twickenham, Popesgrove 1890/7057. (C5045)

1953 Ford Zephyr saloon de luxe model, with heater, seat covers, screen washer, green with light fawn leather, list, 30,455; £855.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (C5053)

1951 Zephyr 814, 15,000 miles, green, leather upholstery, radio and heater, excellent condition, owner has new car; £650.—Carpenter, 8, Robin Grove, N.6, Mountview 7076, evenings and week-end. (9149)

1953 (April) Ford Zephyr, Canterbury green, fawn leather, heater, radio, 4,000 miles only; a superb example; £855; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11, Bay. 4274. (C4045)

1953 Zephyr saloon, black with red leather upholstery, heater, rimebellashers and outside mirror, lavished with every care by meticulous owner, mileage of 6,640 can be verified by Godfrey Davis who changed all oil every 1,000 (all bills shown) unblemished inside and out, tuned to perfection, runs like silk and probably best-maintained Zephyr on the road; £790/10.—Col. G. E. 2801, after 7 p.m. or write to 31, Sharnbrook Drive, Stanmore, Middx. (9242)

Ford Zephyr Cars Wanted

FULL value paid for Zephyr or similar.—54, Street, Ham Hill, B.W.2, Tulse Hill 2676. (W3016)

WANTED, crashed or damaged Ford Zephyr.—Box 0067. (5917)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3, Ham 6041. (W4018/R)

FORD (V.8)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Pilot, black, radio, heater, 20,000; £550.

56 Park Lane, W.1; Hyde Park 4866, 374, Ealing Rd., Alpertons, Middx.; Perivale 3588, And 6, 8 and 12, Bangley Rd., Catford, S.E.6; Hither Green 4821. (C1066)

£85—1956 Ford V.8 30hp saloon.—A.Z. Motors, Palmerston Rd., N.W.6, Mai. 4722. (C1011)

1949 (December) Ford Pilot, new engine; £395.—Hillingdon Motors, Tel. Uxbridge 412. (C2062)

GUY ALFRED & Co., Ltd., 1949 Ford Pilot, radio, heater, above average; £465.—6-7, Warren St., W.1 Ruxton 3268. (C1005)

£325.—1959 Ford 91A black saloon, leather interior, faultless runner, clean condition; £110 down.—Below.

£195.—1958 Ford 50hp 81A wooden body utility, clean, nice runner, £25 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6050. (C1024)

FORD V.8 50hp drop head coupe; £175; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon, Tel. Tho. 4657. (9421)

1944 Canadian Ford V.8 saloon, r.h.d., leather excellent condition; £375.—Woking Motors (Maybury Hill) Ltd., Woking 1928. (C4057/1)

1949 Ford Pilot, in black with brown leather upholstery, heater; £445.—Hindhead Motor Works, Hindhead, Surrey, Tel. Hindhead 663. (C2061)

£465.—Ford V.8 Pilot 1948 (Nov.), immaculate condition throughout, recon. engine recently fitted; many others.

BENMOTORS, 1, Clarendon Rd., Epsom Park, W.11, 9 Park 5066-7 (50 yards Holland Park Tube), Exchanges, h.p. (C1017)

SEPTEMBER, 1950, Ford Pilot, black/beige leather, radio, heater, showroom condition; £475.—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6, Ham. 2211. (C4045)

(Nov.) Ford Pilot saloon, black and beige, 22,000 miles, one owner, radio and heater, specim. car; £495.—8, Bowen & Son, Hillside Garage, Edgware, Tel. 4464. (C1023)

1947 48 Ford V.8 club coupe, right-hand drive, in beautiful condition throughout; £445.—Taylor & Crawley, 33, Grosvenor Cres. Mews, Hyde Park Corner, S.W.1, Slo. 5213. (C4036)

1949 Ford Pilot saloon, black, brown leather, heater, fine condition; £395, terms, exchanges.—Tule & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11, Speedwell 9873. (9569)

£465—May, 1950, Ford Pilot saloon, full de luxe, leather upholstery, heater, etc., a well maintained car in attractive condition, offered at a most competitive price, choice of 4 others 1948-1951.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. C 2011 open till 8 p.m. Write for catalogue. (C1055)

Ford V.8 Cars Wanted

C

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—520, Euston Rd., N.W.1, Euston 1212. (0175/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3, Ham 6041. (W4018/R)

UTILITY—FORD OR OTHER BODIES QUICK delivery new 10hp Ford com. tax shooting brake van, wood framed, also chassis.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. (C2022)

FORD V.8 utility 50hp, 1956, one owner, completely reconditioned in 1952 at cost of £515; exceptional bargain at £250.—Mole, 31, Dover St., W.1, Tel. Grosvenor 5902. (9409)

AMERICAN FORD

SIMPSON'S offer:—

1953 Ford 6-cylinder, low mileage.

1950 Ford 2-door, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Wembley 6691/3903. (W4018/R)

ON all matters of sales spare parts repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/8. (0749/R)

Ford Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3, Ham 6041. (W4018/R)

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul. 2767. (0823/R)

WANTED, Ford 8/10, after 1956, saloon or tourer; no objection to repairs.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. (W2011)

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object; details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6, Riv. 3665. (0251)

FRANK O. GATES Ltd., High Rd., Woodford Green (Tel. Wantland 2235), main Ford dealers, service and all spares. (0088/R)

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned B.B. engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6, Grangewood 1130. (S3062/R)

Fraser Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash.—Hampstead (Tube), N.W.3, Ham 6041. (W4018/R)

FRAZER NASH-B.M.W. PERFORMANCE CARS.—Good selection always available, written guarantees.—See under "Sports Cars". (C5041/R)

327/80 F.H. coupe, March, 1939, magnificent condition; £395; exchange considered.—24, Park Hill, Moseley, Birmingham, 13. (8065)

BARTLETT.—Fraser Nash-B.M.W. 327/80 saloon and B coupe, also special 328 saloons; prices from £475.—27a, Penbridge Villas, W.11, Bayswater 0523. (C1015)

245 gns.—Fraser Nash-B.M.W., 1937 model, 2-litre convertible sports coupe, maroon, leather upholstery, unworn tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

Fraser Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.3, Ham 6041. (W4018/R)

HEALEY

H. A. SAUNDERS, Ltd., offer:—

1953 Austin Healey 100 sports 2-seater, grey with blue upholstery, overdrive, heater, recorded mileage 1,970; £1,395.

836—842, High Rd. N.12, Hillside 5272 (8 lines). (C2027)

KNIGHTSBRIDGE MOTORS, Ltd.

1949 Healey Duncan streamlined sports saloon, finished in blue with red leather, heater, two owners only, in beautiful condition; £825.

3 Roberts Mews, Louisa Place, Belgrave Sq., S.W.1, 8, Lane 4086. (C2063)

ROSE & YOUNG, Ltd., offer:—

1953 Austin Healey 100, one week old, immaculate.

1950 Healey Silverstone E type 2-seater, very fast; £595.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. (C3057)

HEALEY

BRADSTOCK MOTORS offer: the fastest production car in the world.

1953 Austin-Healey 100, finished polychromatic pale blue with blue leather, fitted overdrive, heater and wing mirrors, negligible mileage, the whole car completely as new, outstanding performance with economy.—Below.

£650.—Healey Silverstone, 1950, finished two-tone blue, 5 to 1 compression, recent overhaul at Healey's, offered with spare pistons, axle ratios and a new set of racing wheels and tyres; terms, exchanges.—Chase Rd., Epsom, Tel. 633. (9373)

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-5, offer:—

1948 Healey Duncan saloon, ivory, red leather upholstery, loose covers, heater, good order; £605.

1948 Healey Elliott style saloon, with a very attractive streamlined wooden body; £575.

1947 Healey Elliott saloon, grey, red leather upholstery, excellent order throughout; £675.

1947 Healey sports 2-seater, green, brown leather upholstery, good order; £485.

NEW Healey Tickford saloon and Abbott coupe, immediate delivery. (C1001)

BROOKLANDS, sole concessionaires Healey.—New 4-seater saloon, coupe and convertible 3-seater from stock.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott coupe, small mileage.

1950 Healey Silverstone sports 2-seater.

BUY or sell your car at

103, New Bond St., London, W.1, Mayfair 8551-6. (C1029)

1948 Healey Elliott saloon, mechanically perfect, bodywork slightly blemished; £725, no offers.—Box 0599. (W4018/R)

1953 (September) Austin-Healey, 1,000 miles, black, new condition; £1,295.—Richards & Carr, 35, Kinnerton St., London, E.W.1, Sloane 5424. (C3045/1)

3-litre convertible, Alvis engine, radio, heater, etc., superb car in excellent condition; £1,275 or offer.—Richards & Carr, 35, Kinnerton St., London, E.W.1, Sloane 5424. (C3045)

1950 Healey Silverstone, 14,000 miles, colour red, excellent condition throughout; £750.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey, Tel. 2232-3. (C1063)

Healey Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Healey.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (W2040)

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1, Sloane 5424. (W3045)

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, urgently require Healey cars all models. (W1001)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3, Ham 6041. (W4018/R)

HILLMAN 10

BM

1952 Minx convertible, fitted latest 1.265cc engine, mechanically faultless, beautiful grey paintwork, red upholstery and carpets, one owner, a snip; £580 or exchange.—Beverly Motors, Beverly Rd., Hgams Park, London, E.4, Larkwood 7208 or 8051. (C1066)

CRES offer:—

1952 Hillman Minx drop head coupe, maroon, spotless condition; £850.

A. CRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2, Tulse Hill 1909. (1002A)

CAR MART, Ltd.

1952 (Nov.) Hillman Minx Phase V saloon, 5,000 miles; £675.

1952 Hillman Minx Phase V coupe, 9,000 miles; £695.—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212. (C1029)

SCOTT CARS offer:—

1950 Minx, one owner, immaculate; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.5, Hampstead 2100/8676. (C4016)

MONTROE MOTORS offer:—

1949 Hillman Minx saloon, beige; £455.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2. (9420)

CHARLES FOLLETT, Ltd., offer:—

1952 Hillman Minx saloon, beige, red leather, one owner, 5,000 miles only, in neg condition throughout; value at £655.

18, Berkeley St., W.1, Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5936. (C2010)

WARWICK WRIGHT, Ltd. offer:—

1951 and 1953 Hillman Minx saloons and convertible coupes, many fitted heater, radio, low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)

ANDOVER MOTOR Co., Ltd., offer:—

1951 Hillman Minx, choice of two, one in blue and one in black, both in excellent condition; bargains at £575.—Andover, Hants. Tel. 5405; open week-ends (Sundays inspection only). (C1003)

£85.—1955 Hillman d/h coupe, mechanically faultless, excellent tyres, no rust.—Ambassador 0555. (9206)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

ROOTS Group Dealers.

You are interested in the purchase of a used car. We offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Humber, Snipes and Pullmans from £250 to £1,550; trade enquiries welcomed.—609, Kenton Rd., Harrow, Wardsworth 0085. [C1008]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

ROOTS Group Dealers, offer:—

HUMBER Pullman 7-passenger limousine, 1952 series, chauffeur kept, black and chrome finish, leather front, cloth rear, many extras, one meticulous owner, mileage 18,000; this car is absolutely unmarked and as new. £1,520. [C1008]

MARLBOROUGH Works, Kenton. Tel. Wardsworth 7805 (5 lines). [C1006/1]

PHOENIX MOTOR COMPANY (SURREY) LIMITED

offer:—(Jan.) Humber Super Snipe saloon, gun-metal grey, grey leather upholstery, 25,000 miles only, fitted heater and loose covers; a very rare, low mileage example of this model in 1952 condition throughout. £475. Cars purchased. [C9044]

PHOENIX MOTOR COMPANY (SURREY) LIMITED

Button, Surrey, Vigilant 1121. [C9044]

HUMBER Snipe, '37, good condition, radio, heater; £175.—80, Plymouth Place, Leamington. [C9286]

1953 Humber Super Snipe, every extra; £1195.—Mansfield Auto Ltd., Euston 2587. [C9001]

1951 (March) Humber Super Snipe, almost as new; £695.—Carmasters, Beckenham 6977. [C9452]

£225.—Humber Snipe 21hp 1959 4-door saloon, excellent condition.—Fleet, Leighton Buzzard 2172. [C1087]

1948 Humber Hawk, grey, grey cloth and leather upholstery, fitted heater, in excellent condition; £425.—Speedwell 1136. [C1005]

GUY ALFRED & Co., Ltd.—1949 Humber Pullman limousine, carefully maintained, superb order.—6-7, Warren St., W.I. Euston 3268. [C1005]

CAMDEN MOTORS for Humber.—Pullman limousine, pre- and post-war models, see special advert on page 95 Used Car Bargain Supplement.

CAMDEN MOTORS for Humber.—Super Snipe Phase II saloon 1949, latest type body styling, excellent black finish, rich brown leather interior, moderate mileage. £495. [C1053]

CAMDEN MOTORS for Humber.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1053]

1949 Super Snipe Mark II, excellent example in all respects; £525.—Richards & Carr, 55, Kingston St., London, S.W.1. Euston 5424. [C9045]

1950 Humber saloon, black with brown leather, chauffeur kept; £725.—Stratford, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022.1]

1952 Humber Super Snipe saloon; 12,000 miles; £375.—British & Colonial Motors, Ltd., 15/14, Upper St., Martin's Lane, W.C.2, Temple Bar 3588. [C1027]

1949 Humber Pullman 7-passenger limousine, black with cloth to rear; very well maintained; £920.—Stratford, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

£255.—1957 Humber 18 saloon, exceptional appearance and mechanical condition, must be seen, terms; 20 others.—Traynor Motors of East, 25, Gra. 2550. [C4052]

1949 Black Humber Super Snipe saloon, radio, heater, fog lamp, excellent condition, regularly serviced mechanically perfect; £650.—Lewis, Bishopstone Court, Hereford. [C9084]

1952 Humber Super Snipe and other Humber will be sold by Auction at Alexandra Palace on Thursday, October 1st, at 12.30 p.m. by Southern Counties Car Auctions, Ltd. [C9088]

£595.—Super black 1949, new look, Humber Hawk saloon, 14hp, economical, model absolutely faultless.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C9025]

NAYLOR & ROOPE 1946 Humber Hawk saloon, black, brown hide upholstery, has been well maintained; £425; written guarantee.—25, East Hill, Clapham Junction, S.W.11, Batt. 2252. [C9022]

£525.—1948 Humber Hawk, black, with beige upholstery, one owner, 25,000 miles, very carefully used; terms, exchanges.—G. S. Hall Ltd., 302, King St., Hammer-smith, W.6. Riverside 2861. [C2051]

£125.—1957 Humber 27 4-door saloon, beautiful leather interior, un worn tyres, clean; £50 down.—Bry Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

ROSE & YOUNG, Ltd., offer 1952 Humber Super Snipe 12,000 miles only, one owner, as new, black; £375.—45-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C9057]

1951 (August) Humber Super Snipe saloon, one immaculate, any inspection of trial, Victoria Motors, 22, Long Milgate, Manchester, 5, Blackfriars 1549. [C9248]

1951 Humber Hawk saloon, black with law, leather upholstery, mileage 24,000, fitted radio, taxed and in very nice condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16, Streatham 8636. [C4069]

1950 (March) Super Snipe, in metallic grey with leather upholstery, heater, etc., one owner, low mileage, taxed December; £575.—Kingston House Garage, 70, Ennismore Gardens, S.W.7, Kensington 6726. [C9395]

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition; £895.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431-2. [C9011]

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility; £1,395.—Taylor & Crawley, 53, Grosvenor Crescent, W.1, Park Corner, S.W.1, S.O. 5213. [C4056]

HUMBER

HEARSE Phase III (unregistered) 3-door, 6-Bearer Deluxe Coachwork, lavish equipment, exclusive design (ready service), competitive price (Harrow despatched). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

1953 (Aug.) Humber Super Snipe saloon, radio, heater, etc., 600 miles only; also 1952 (July) Humber Super Snipe saloon, heater, etc., 5,500 miles only.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3525-6. [C2028]

365 gns.—Humber Snipe 1946 (registered 1953) 18hp saloon, black, brown leather, radio, excellent condition, taxed, terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018]

1953 Humber Super Snipe, grey with red leather upholstery, heater, this demonstration model has only done 5,000 miles and represents outstanding value, part exchange and deferred terms.—Alec Bennett, Ltd., Portwood, Southampton 54081. [C1028]

1951—£295, Humber 18hp saloon, finished blue with blue leather upholstery, has had one fastidious owner and has been meticulously maintained, very low mileage; this car has recently had its first major overhaul and has since done 2,000 miles; five practically new tyres, impeccable condition throughout.—Apply, 10, Fitzjohn's House, 46, Fitzjohn's Avenue, N.W.3, Haverhill 5691. [C1006]

A & S Limousine specialists—offer unique selection selected cars—reasonable prices. Certified mechanically. [C1006]

LIMOUSINES, 1950/51/52, partition, forward occasional, leather also cloth upholstery, radio, heater, small mileage, exceptional, black, competitive prices. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Humber Cars Wanted

C THE CAR MART Ltd. wish to purchase Humber cars.—320, Euston Rd., N.W.1 Euston 1212. [0872/R]

R ROOTS, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars. [C1006]

BIRMINGHAM.—Lower Temple St. (Central 8411.) [C1006]

ROCHESTER.—(Chatham 2231.) [C1006]

WROTHAM Heath.—(Borough Green 4.) [C1006]

MALDSTONE.—(Maldstone 3533.) [C1006]

MANCHESTER.—129, Deansgate. (Blackfriars 6677.) [C1006]

CANTERBURY.—(Canterbury 3252.) [C1006]

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C1006/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3 Ham 6041. [W4018/R]

FULL value paid for Humber or similar.—54, Stratford Hill, S.W.2, Tulse Hill 2676. [W3016]

HUMBER 1935-6 23.8hp Pullman or Snipe; must be clean, sound and cheap.—Box 0796. [9809]

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halfway, Tel. 4231. [0330/R]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0096/R]

CHRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46361. [0553/R]

7-PASSENGER 1946 48 50/52 Limousines and Imperial Saloons, also private 1939/39 Limousines required immediately, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R]

THE Humber Specialists for all spares.—Ring Updands 3637. See advt. under Parts & Accessories. [0398/R]

INVICTA

BARTLETT—Invicta Classic 100 mph, low chassis, 2-seater, rebuilt at cost of over £500; price £475.—27a, Penbridge Villas, W.11. [C1013]

BARGAIN £766, speed with dignity, 1949 Invicta drop head sports coupe, colour blue, hide upholstery, radio and heater, 6-cyl., ohv and oh camshafts, fully automatic gear change, 3 carb., rating 258cc; a sportsman's car of superb design, in excellent condition, having low mileage.—Tel. Lee Green 0532. 50, Gubbi Rd., Lee, S.E.12. [9163]

JAGUAR

A CRES offer:—

1951 Jaguar XK120, red leather, pillbox red, no trials, one owner; £1,095. [C1002]

A CRES AUTOS, Ltd., 10 & 11, Arcot Parade, Clapham Park Rd., S.W.4, Tel. Macaulay 2211-2. [C1002]

CAR MART, Ltd.,

1949-50 Jaguar 3½-litre Mark V saloon, radio, heater, 53,000 miles; £750.—Car Mart, Ltd., 520, Euston Rd., N.W.1 Euston 1212. [C1039]

L. F. WARD, Ltd.,

1938 SS100, excellent condition, black, good upholstery, hood, tyres as new. [C1043]

L. F. WARD, Ltd., Orange Rd. Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 3547, London office Mayfair 0146. [C1043]

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SLECTION of all models at attractive prices. [C1006]

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.) [C1006]

HENLY House, 585, Euston Rd., N.W.1. (Euston 4444.) [C2028]

DEPOS at:—

MANCHESTER (Blackfriars 7943). [C1006]

BRISTOL (Bristol 21326). [C1006]

BOURNEMOUTH (Bournemouth 6314). [C1006]

NORTHAMPTON (Northampton 907). [C1006]

CAMBERLEY (Camberley 77). [C1006]

HOUNSLOW (Hounslow 5454). [C1006]

FINCHLEY (Finchley 0081). [C1006]

GRAT West Rd. (Falling 3477). Official Jaguar Service Station. [C1006]

CAMDEN TOWN SERVICE STATION (Guliver 4141). [C1006]

HENLYS, Ltd., England's Leading Motor Agents. [0027/R]

RAYMOND WAY.

RAYMOND WAY, of Kilburn. [C1006]

RAYMOND WAY, the hire-purchase specialists. [C1006]

1946-7 Jaguar 3½-litre sports saloon, original black cellulose, brown leather interior, fitted Ace wheel discs and radio; 399gns. [C1006]

HIRE purchase terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from. [C1006]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

COACHCRAFT offer:—

£645—1949 Mark V 3½ saloon, one private owner, perfectly maintained and in very superior condition throughout, heater and H.M.V. radio, 3 months' mechanical guarantee; terms, exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

B. J. HUNTER, Ltd., offer:—

1950 Jaguar XK120, low mileage, positively as new, maintained regardless; £895. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6503. [C2040]

SWANMORE GARAGE offer:—

1953 Jaguar Mk. VII, 7,000 miles only; £1,695, EXCHANGES or terms. [C1006]

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. [C4024]

ROSE & YOUNG, Ltd., offer:—

1951 XK120, low mileage, unraced, immaculate spare unused, bronze. £975. [C9057]

1948 Jaguar 3½-litre drop head coupe, a specimen example of this rare model, black, £535.—45-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C9057]

GLANFIELD LAWRENCE offer:—

1950 Jaguar 2½-litre Mark V saloon, one owner, 25,000 miles, black, radio, heater, etc., new tyres, magnificent order throughout; £845.—407, Hill Rd., N.12, Finchley 0961. [C2053]

MAYFAIR COUNTY CARS offer:—

1949 (June) Mark V saloon, exceptional condition, H.M.V. radio; £725; exchanges, terms.—7, George Yard, Grosvenor Sq., W.1, Mayfair 0151. [C9008]

GUY SALMON AUTOMOBILES offer:—

1952 Jaguar 3½-litre Mark VII saloon, one owner, low mileage; £1,395. [C1006]

1951 Jaguar Mark V coupe, grey, 17,000 miles from new, one owner, immaculate condition; £1,195. [C1006]

1950 Jaguar 3½-litre Mark V saloon, black/brown leather, 25,000 miles, in faultless condition; £850. [C1006]

1948 Jaguar 3½-litre fourpome drop head coupe, 20,000 miles, radio and heater, faultless and original condition throughout; £595. [C1006]

1947 Jaguar 3½-litre saloon, superb condition, well above average for the year; £495.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. [C4001]

W. J. BROWN, Ltd., established over 30 years.

1953 Jaguar Mark VII, in grey with red leather and heater, 7,800 miles; a very special offer, at the very attractive price of £1,595. [C1006]

339 Finchley Rd., N.W.3, Hampstead 4414. [C1025]

1948 Jaguar 3½-litre drop head fourpome, out-standing; £650. [C1006]

GORDON FARRS (LONDON), Ltd., 373, Euston Rd., N.W.1, Eus. 6611. [C9063]

XK120 choice of two at Performance Cars.—See under "Sports Cars." [C9061]

1949 3½-litre saloon, grey, radio, heater, snp. £495.—Campbell Symonds, Wembley 6262. [C1037]

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3548. [0061/R]

1947 Jaguar 3½-litre saloon, splendid condition; £510.—Autowork, Ltd., Winchester, Tel. Winchester 4854. [C1010]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1946 2½-litre Jaguar saloon, heater, H.M.V. radio, tax Dec., new tyres; £360.—Box 0827. (19378)

JAGUAR 1½-litre, first registered October, 1948, radio and heater, in very clean condition; £560.—Tel. Ashford, Middlesex, 2054. (19043)

1947 (Feb.) Jaguar 2½-litre saloon, mechanical condition and appearance excellent; unrepeatable value at £395.—Be-ov. (19042)

JK120 1952 (May) Jaguar, ivory, red leather, 9,720 miles only, radio, beautiful condition throughout; £1,295.—Garage Service Co., Ltd., 1091, Finchley Rd., Golders Green, N.W.11. Speedwell 6992 and 7008. (C2019)

JK120, well-known white car, exclusive mods.; colour black, Michael Head, Vintners, Inker-man, Woking, Brookwood 5094. (19207)

1938 Jaguar 3½-litre drop head coupe; £195; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. (19423)

JAGUAR 1½-litre 4-door 12hp sports saloon, 1957, most attractive, taxed December; £245.—Mansell 1265. (19598)

1951 JK120, 11,000 miles and original, never raced or used roughly, many extras; £1,050.—Chap-stone Garage, Ltd., Bayswater 2949. (19104)

JAGUAR Mark VII, 1952, radio, heater, mats, 11,000 miles, genuine, one owner, perfect condition; £1,600.—Apply, Biss, Waltham Cross 3274/5. (19105)

1950 Mark V Jaguar 2½-litre, one of finest available, a carefully maintained chassis that we confidently recommend at £779.—Below.

1947 2½-litre Jaguar sports saloon, also 1947 3½-litre sports saloon; £475.—Below.

1946 1½-litre Jaguar sports saloon, exceptionally clean car, economical, good tyres; £475.—Below.

1939 Jaguar 1½ sports saloon, recent overhaul, luxurious leather upholstery; £299, 3 months' guarantee, hire purchase, 10% deposit; £1,600.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1951 JK120 high speed modifications; £975.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

PRIVATELY owned Jaguar Mark V 1950, 23,000 miles; blue; £795.—9, Avondale Ave., Worcester Park, E. 811. (19431)

£450—Jaguar 1½-litre 1946 4-door sports sal., excellent tyres, cellulose chrome, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Tube.) Exchanges, h.p. (C1017)

1947 Jaguar 1½-litre saloon, black with red leather, excellent condition, taxed year; £495.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1282. (19351)

1952 Jaguar Mark VII saloon, silver grey, red leather upholstery, fitted radio, heater, 13,000 miles in immaculate condition; £1,495.—Speedwell 1195. (19518)

395—Jaguar September 1947 3½-litre saloon, black, sliding head, leather, heater, excellent condition; terms and exchanges.—Rowland Smith, below.

295—Jaguar, 1939 3½-litre drop head coupe, black, black leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195—Jaguar, November 1937 2½-litre saloon, black, black sliding head, maroon leather, very good condition, taxed; choice of 7 Jaguars; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1950 Mark V sports saloon, gunmetal grey with red leather, fitted radio and heater, a one owner car in excellent condition; £845.—Robbins, East Putney Tel. 581. (C1010)

1936 2½-litre Jaguar saloon, black and chrome, very clean, serviced by us; £185; terms, exchanges.—Victoria Motors, Victoria Ave., Southgate 2510. (19503)

1949 (Nov.) Jaguar Mark V saloon, grey, red leather, loose covered since new, 21,000 miles, exceptional condition throughout, one owner; £765.—Sloane 5966. (19255)

1952 Mark VII Jaguar and other Jaguars will be sold by Auction at Alexandra Palace on Thursday, October 1st, at 12.30 p.m. by Southern Counties Car Auctions, Ltd. (19090)

£335—1939-40 Jaguar 1½-litre drop head four-door coupe, a rare and beautiful car for £135 down. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024/1)

JK120 1951 model, one owner, chauffeur kept, radio, heater, screwprays, 11,000 miles, never raced, black; £950.—Richards & Carr, 35, Kingston St., London, S.W.1. S. 5424. (C2045)

1947 3½-litre Jaguar, brand new engine and gear box fitted as new sacrifice; £635, part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 3536. (C2048)

JAGUAR, 1946 (Nov.) 3½-litre, b/ship grey, red upholstery, engine just completely rebuilt, chrome sleeves, clutch relined, gearbox reconditioned, tyres new, gen. condition very good; £600.—Wormley 2998. (19117)

1951 Jaguar Mk. V 3½-litre saloon, suede-green, radio, heater, split-lens sliding head, fastidiously maintained, superb condition; £895.—Jackson, Red House, Bentham, near Lancaster. Tel. Bentham 511. (19124)

1953 Jaguar Mark VII saloon, heater, etc., 225 miles only, also 1953 Jaguar Mark VII, radio, heater covers, etc., 1,500 miles only.—Green & Zonis, Ltd., 240-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. (C2028)

ARCHIE SIMONS & Co., Ltd.—1949 Jaguar 2½-litre saloon, colour black/brown leather upholstery, fitted heater and sliding roof, nominal mileage, one owner, in 1953 condition throughout; £625.—94, Gt. Portland St., W.1. Lan. 1345. (C4015)

£155—1937 2½-litre black sports saloon, recently reared, clutch, brakes relined, reconditioned and rechromed last June, five excellent tyres, fitted armoured exhaust and new economical carburetors.—6, Staves Court, W.2. Ambassador 0555. (19205)

JAGUAR

1951 XK120 Jaguar, black, red and beige leather, H.M.V. radio, twin exhausts, luggage rack, 18,000 miles; £1,025.—Clarks of Pirbright, Pirbright, Surrey, Tel. Brookwood 2201-2. (C1049)

1952 Mark VII Jaguar, blue, grey interior, special washers, radiator blind, special lamps for continental touring, 16,000 miles, one owner; £1,450.—Westside Garages, 81, Westside, S.W.4. Bal. 2665. (19537)

1953 Jaguar XK120, genuine mileage 650, equipped with super sports modifications including wire wheels, part exchange, cash adjustment either way for 2½-litre Lagonda, Bristol or similar.—Russell, 118, Queens Rd., Watford, Tel. 5201. (C2017)

CAMDEN MOTORS for Jaguars.—Mark VII saloon, 1952, immaculately finished in silver-grey with red leather interior, H.M.V. press-button radio and heater, nominal mileage and in practically faultless order throughout, guaranteed in writing at the competitive figure of £1,445.

CAMDEN MOTORS for Jaguars.—3½-litre drop head four-door coupe, 1948, in beautiful Jaguar green with green leather interior, built-in heater, etc., right-hand drive, very scarce series; offered at the unusually low figure of £495.

CAMDEN MOTORS for Jaguars.—Also one in black with red leather.

CAMDEN MOTORS for Jaguars.—Mark V saloon in pastel green, recorded mileage 17,000, H.M.V. radio, heater, Tygon seat covers, excellent value; £765.

CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1949 model in metallic grey, this low-mileage car has recently been overhauled from end to end by Jaguar distributors and will require the very minimum of up-keep expenditure for many thousands of miles, fitted heater, discs and practically brand new tyres; £595.

CAMDEN MOTORS for Jaguars.—Also five other post-war 3½-litre models, 1946-1948, from £465.

CAMDEN MOTORS for Jaguars.—2½-litre drop head four-door coupe, right-hand drive, 1949 model, a handsome and very desirable car, fitted heater and radio; £595.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1949 series, standard model (no extras), one owner since new, attractive silver-grey finish, moderate mileage; £595.

CAMDEN MOTORS for Jaguars.—Also a full special equipment series with heater, radio and discs.

CAMDEN MOTORS for Jaguars.—re-war Jaguars in stock, 1939 models from £295.

CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

JK120 (December, 1950), silver with red leather, one private owner only, total mileage 23,600, fitted Ace limbershells, chrome luggage grid, etc., most carefully used and maintained, a very exceptional specimen car as new, taxed, December; £975.

KJ Motors, Ltd., 137-139, Widmore Rd., Bromley, Rav. 3456. (19441)

JAGUAR Mk V 2½-litre 1950 saloon, black/beige leather, one owner, chauffeur maintained, 25,000 fitted H.M.V. P.B. radio, heater, real specimen throughout; £785, terms, exchanges.—Palmer, 314B, Hagley Rd., Edgbaston, Birmingham. Tel. Bearwood 1197. (19216)

1951 Jaguar XK120, this car is something really outstanding in that some £700 has been spent on modifications, extra equipment and special paint and chrome finish throughout, colour mustard and black with upholstery to match, radio, heater, blinkers, win exhausts, etc., a beautifully maintained car unmarked and virtually as new, must be seen and tried to be fully appreciated; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2.ulse Hill 4488. (C5016)

Jaguar Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grosvenor 3454. (0873/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash price for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

C COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (0254/R)

SAUL & SLATTER Ltd., 44-46, Aldermans Hill, N.15

M MAIN dealers, urgently require modern Jaguar cars, offers appreciated.—Palmer Green 3613-2-3. (W4002/R)

JK120 Valentine 4674 after 6 p.m. (W2018)

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham N.15. (10180/R)

PERFORMANCE CARS urgently require Jaguar cars.—Great West Rd., Brentford, Middlesex, Ealing 8841. (W3041)

1939 Zephyr—Beardmore, 26, Queensway, W.2. Ham. 6041. (C1015)

1946-49 1½-litre Jaguars urgently required.—ford, Middx. Waslow 2643. (W2057)

LOW mileage Mark V Jaguar wanted, 2½- or 3½-litre, must be as near new as possible; private buyer.—Musselwhite, Faringdon, Berks 2257. (19118)

R. P. POWELL MOTORS Ltd., East London area dealers.—Good used Jaguar cars required.—521, Romford Rd., Forest Gate, E.7. Maryland 4819. (10454/R)

Jaguar Spares and Service

PERELESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spare replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22594. (10430/R)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spare service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. (10435/R)

LEONARD WILLIAMS & Co. (1940), Ltd., offer Packard Buildings, Great West Rd., Brentford Middlesex, Ealing 3400. (10524/R)

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477).

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. (10563/R)

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lane, N.15. Palmer Green 3613-2-3. (184002/R)

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton Tel. 4080 Deansgate, Manchester. (4) Deansgate 4507. (10527/R)

WEMBLEY COURT MOTORS SERVICE STATION—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars; Wembley Court Motors Service Station, Forty Avenue Wembley, Arnold 1154-5. (10719/R)

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos Hampton Wick, Kin. 4718. (10820/R)

£120 buys a special bargain.—See Metam famous for 12 conversions.—98B Belsize Lane, N.W.4. Hampstead 6251. (10527/R)

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves 1-3, Dorset Chase, N.W.1. Pad. 8545. (10619)

JEEPS—Britain's leading Jeep specialists, all spares in stock, prompt despatch; rebuilt Jeeps, detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015/0621. (10441/R)

JEEPS—Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester, Tel. 4654. (C1016)

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange, H.P. terms available.—Mansell & Fisher (see Jeep Spares, below). (C3096)

WILLIS Jeep, first registered 1947, in first-class condition, 3 new tyres and spare, canvas enclosed body on strong frame, 2 seats in back, licence £12/10 p.a.; price £150.—Apply, Col. Dene, Harefield Gate, Newcastle, Staffs. (19122)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump etc., new hoods, gasket sets, brake linings, etc., etc. 351-355, High Rd., Chiswick, London, W.4. Chiswick 1919. (10053/R)

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 601. (W4018/R)

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20 Cadogan Lane, London, S.W.1. Sloane 5795, 4732, 4725. (S3066)

JENSEN

BROOKLANDS, Individually, new and used cars.

NEW Jensen Interceptor saloon available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 831-4. (C1023)

JOWETT

WELBECK MOTORS, Ltd.

FOR Jowett Cars

IT is too early to comment fully on the shattering news that Javelin production is temporarily confined to a stop, this is all the more distressing, when the power concerned is the most outstanding 1½-litre design of our generation.

FOR the moment, however, please note: all spares are being made and the supply position is excellent; furthermore, we at Welbeck will do our best to fill the gap by offering a huge range of second-hand examples, including, whenever possible, off-new models of the latest type; prices of such cars must obviously soon rise, but for the moment we can still offer them at substantially under current list prices.

FOR instance.

1953 Javelin standard saloon in black, 2,000 miles, same-as-maker's guarantee, £785.

1953 Javelin de luxe, choice of three, choice of 1953 colours, all under 4,000 miles, some with radio, £850 to £915 according to equipment.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1919 (6 lines). (C1049)

DICKS

1952 J. wet Javelin coupe, positively as new; £775.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6584-9. (C1072)

WANSTEAD MOTORS, Ltd., offer:—

1951 (Nov.) Jowett Javelin de luxe saloon, black, brown leather, 24,000 miles; £565.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. (C4642)

1952 Jowett Javelin de luxe saloon, maroon, black leather, low mileage; £725.—Below.

£495—1948 (Nov.) Javelin de luxe saloon, black, large leather, 1952 engine.—Coliver, Fisher, Ltd., Northwood, Middx. (Tel. 777.) (19122)

1934 Jowett saloon, moquette, condition very good, £85, no offer.—Stonegrove 8810. (1952)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

C OF P

CLARKE'S OF PIRBRIGHT.

THE Jowett centre of the south.

DISTRIBUTORS.

NEW and used Javelins.

DELIVERY from stock:—

1949 Javelin; £565.

ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area.

SALES staff available at all times.

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2.

RICHARDS & CARR, always best value.

1953 Javelin, ex-Marce; Beccart, specially prepared and equipped by makers for rallies and fast touring; £795.

1952 Jupiter, 12,000 miles, red, extras; £695.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 standard saloon, 12,000 miles; £645.

1950 de luxe saloon, Series III engine; £625.

1950 de luxe saloon, 20,000 miles; £600.

1949 de luxe saloon; £485.

9, Altemarie St., London, W.1. Tel. Grosvenor 5551. [C1016]

F. FAIRMAN & SONS, Ltd., East Surrey distributors

1953 Jupiter Mk. 1, sariet, unregistered, shop sold; bargain £900; also new Javelin de luxe saloons in stock; complete spares stocks—Horsley Surrey Tel. Horsley 17. [C0961/R]

1951 Jowett Javelin de luxe saloon, black, one owner; £650.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Bus. 6611. [C2023]

JOWETT 1937 model 8hp 4-door saloon, black, immaculate, new tyres; £195—Watford 5629 after Sat.

1951 (Dec.) Javelin de luxe saloon, black-brown leather, in most immaculate condition, guaranteed; £675.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053/R]

1952 Javelin de luxe saloon, one owner, grey red leather, Series III engine, maintained regardless of cost; £600.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

£625—1951 Jowett Javelin de luxe saloon, black with brown leather, fitted heater, in exceptional all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

GODFREY, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales, factory trained mechanics.

GODFREY, Ltd., 225-234 London Rd., Croydon, Cro. 3641-2. [C0463/R]

JOWETT and Javelin agents, spares and specialised service—Colliver-Fisher Ltd., Northwood, Middx. Tel. 777 (4 lines). [C0422/R]

1949 Javelin de luxe, black, absolutely immaculate, series 3 engine just fitted; £575—Bunting's Motor Exchange, Harrow. Tel. 6225-6. [C0912]

1953 Jupiter, 3-seater convertible, 277 miles only, quite unmarked, fully guaranteed; £895—Below.

1953 Bradford 10-wt delivery van, 1,000 miles only, as new, taxed ready for the road; £385.

THE Jowett distributors, Gordon Cars (London), Ltd., 144, Golders Green Rd., N.W.11. Spdwell 0911. [C4004]

1938 Jowett 4-door saloon, £235 or £80 deposit; p-t exchange, terms arranged—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3556. [C2040]

COOPER & GREEN, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [C1032/R]

1951 (Feb.) Jowett Javelin de luxe saloon, in silver birch grey with red leather, heater and radio, immaculate, one owner since new; £625—Gordon White & Co., Ltd., Gerrards Cross 2077. [C0405]

1952 Jowett Javelin de luxe saloon, one owner, 9,000 miles; this car is virtually new throughout, has been very carefully used and serviced, finished in black and chrome with brown leather, heater; £745—Gordon White & Co., Ltd., Gerrards Cross 2077. [C0404]

1952 Jowett Javelin de luxe saloon, metallic grey with red leather, fitted loose covers, screen, spares, any inspection invited, 3 months' guarantee; £725—Trinity Cars Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandkye 1186. [C4034]

1937 Jowett 10 Fiat 4 saloon, in very nice order throughout, £145, or £70 deposit, balance over 18 months' exchanges, insurance; 50 cars always in stock; cars bought and sold on commission—Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C0546]

Jowett Cars Wanted

THE CAR MART, Ltd., wish to purchase Jowett cars—380, Euston Rd., N.W.1. Euston 1212. [C0574/R]

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ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Jowett—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3591, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year, we particularly need a 1953 Javelin de luxe saloon, and will pay a most exceptional price for such a car. [W4009]

DICKS, the Jowett agents,

FOR immediate purchase of your Jowett.

DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn, Middlesex. Tel. 2469-9. [W1072]

JUPITER in good condition for cash—Tel. Valentine 4674 after 6 p.m. [W2018]

FULL value paid for Jowett or similar—54, Strandham Hill, S.W.2. Tulse Hill 2676. [W3016]

JAVELIN and Jupiter wanted—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private—Tel. Erith 2469/2629, 308, Erith Rd., Bexleyheath. [C0571/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units—Northwood, Middx. Tel. 777 (4 lines). [C0082/R]

KINGSTON-ON-THAMES—Distributors for Jowett, all facilities available—G. W. Wilkin, Ltd., 1, Weston Park and 64 Eden St., Kingston, Kin. 2241-2. [C0453/R]

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts—Bonnersfield Lane, Harrow. Tel. 6225-6. [C1073/R]

A. V. MOTORS Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [C0759/R]

MOTORING to London? Bring your Jowett to the West End service centre for "Energet B.P. Lubrication" repairs, spares—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner S.W.1. Sloane 0151. [C0167/R]

JOWETT cars and commercials; spares for all models 1929-1953 "V" exhaust pipes, old-type K.P. and B. sets, head nuts, reconditioned engines, dynamo, starters, etc.—A. Leonard, Jowett Specialist, Mansfield Rd., South Yardley, Birmingham. [B619]

LAGONDA

METCALFE & MUNDY, Ltd.

THE most beautiful Lagonda owner-driver sedan

coupe by Young of Bromley, complete works overhaul, in unbelievably good condition; many expensive extras—290, Old Brompton Rd., S.W.5. Fremantle 5471. [C3054]

GUY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vantage engine, H.M.V. radio, rev. counter, Ace Rimblewashers, screen washers, 1,600 miles; £2,950—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

BROOKLANDS—Lagonda distributors, latest models

1952 Lagonda 2.6-litre saloon; 13,000 miles.

1952 Lagonda 2.6-litre coupe; 17,000 miles.

1950 Lagonda 2.6-litre saloon; small mileage

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

FOR sale, 16hp Lagonda, in good condition—D. Youngman, Roydon, Diss. [C9411]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies), 20 years' service manager to Lagonda, Ltd., 4½-litre L.G.45 sports saloon, 4,000 miles since complete engine and chassis overhaul and new work reculosed.

1938 4½-litre L.G.45 drop head coupe, engine new, being rebored and car comprehensively checked.

1951 series 2.6 sports saloon, one owner, reculosed, loaded black radio, heater, screen washers, Ace Rimblewashers, serviced entirely by manufacturer.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

We shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1060]

PERFORMANCE CARS, good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

1937 Lagonda L.G. 45 tourer, in magnificent condition, British racing green, radio and heater; £395; terms—201, New Rd., Portsmouth 73395.

1940 Lagonda 4½-litre sports saloon, black, body hide upholstery, superb condition throughout, maintained regardless of expense.—Nutt Motors, North Rd., Brighton 2550. [C9230]

£185 some coupe, one of the few in captivity; £85 down—Bry Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1004]

1938 Lagonda V.12 short chassis saloon, recent complete works overhaul, all latest modifications, £795—Taylor & Crawley, 53, Grosvenor Crescent, Hyde Park Corner, S.W.1. Slo. 5213. [C4036]

1952 Lagonda drop head coupe, maroon, in immaculate condition; just serviced Lagonda's, passed 100% test, London; price £1,950—Box 0628. [C9379]

LAGONDA

LAGONDA V12 sports saloon, in immaculate condition throughout, all necessary modifications have been carried out; new shock absorbers; good tyres, new batteries, etc.; £750; customer's car.—Victoria Garage, Exeter, Tel. Exeter 2536. [W4010]

1937 Lagonda 4½-litre 6-cylinder L.G.45 sportsman's saloon, finished in black with fawn interior, this car was virtually fitted with a new engine in 1952 and has since had the sum of £200 spent this year, we have all details of repairs, mechanically she is a really excellent example, the appearance is really beautiful, the aluminium bodywork is literally unblemished, the paintwork is equal to new, the chrome is unscratched, the interior has been fitted with tartan best quality canvas backed rayon loose covers, the tyres are all excellent, the car is taxed, fitted new batteries, offered at the extremely low figure of £1,000, we will willingly give full details of this car and photograph to genuine enquiries.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester, Pen. 3457. [C3000]

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lagonda—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

PERFORMANCE CARS urgently require Lagonda's.

Great West Rd., Brentford, Middlesex. Ealing 6946. [W5041]

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies), 20 years' service manager to Lagonda, Ltd., for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines, Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [C1050]

LANCHESTER

STRATSTONE, Ltd., Lancaester distributors.

LANCHESTER 14hp saloon (1953), green with green leather, 5,000 miles only, as new; £1,095.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4406).

Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022]

1940 Lancaester 14 Roadster saloon, reculosed black with brown leather interior, in really excellent condition; £265.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester, Pen. 3457. [C3000]

£145 well, an unrepeatable bargain; £75 down, runs Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

A swept tail 1956 saloon in dark blue and rich brown leather, new tyres, beautifully kept and mechanically excellent; £195—Gordon White & Co., Ltd., Gerrards Cross 2077. [C0405]

500 miles only, guaranteed; new Lancaester 14 new with extras, sacrificed at £1,075, owner requires larger car for invalid—Jack Ross, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

£495!!—Lancaester 10hp saloon de luxe, 1947, registered well within the year, a very genuine car with original cellulose and rich leather interior, in condition much above average for the year, two owners since new, both "week-end" motorists, lower mileage than usual.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

£345—1940 (February) Lancaester 14 Roadster de luxe saloon, maroon with maroon leather upholstery, a really immaculate one-owner car, thoroughly recommended, written guarantee, term exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2063]

Lancaester Cars Wanted

KIRKWOOD CARS, Ltd., 78, St. James's, London, W.1. [W4037]

CASS'S MOTOR MART require carefully used Lancaester—5, Warren St., W.1. Euston 4110. [W1040]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lancaester—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

LANCHESTER cars wanted in part exchange for new models; write or phone Ralph Clews, at the old-established Lancaester Agents, Coventry Motor Ltd., Coventry 2146. [C0445]

Lancaester Spares and Service

ARCOT ENGINEERING, Ltd.—Prescribed gear boxes and exchanges and repairs—169, Fulham Rd., S.W.3. Kensington 7301. [C0237/R]

ALLEN'S, Victoria Rise, Clapham, S.W.4. Lancaester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [C0642/R]

LANCIA

MAIDSTONE ENGINEERING Co.,

THE Northern Lancia specialists, offer:—

1938-9 Aprilia saloon, just reculosed in most attractive grey and blue, fitted reconditioned engine late 1932, interior is upholstered in blue leather with new tailored loose covers to match, fitted all new tyres, this car is in really superb condition throughout, taxed for the year, £425; choice of 3 from £395. [C1037/R]

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester, Pen. 3457. [C3000]

£295—1938 Lancia Aprilia, grey, brown leather, excellent tyres.

BRIAN FINGLESS, Bugatti Sales & Service, 2, Pembroke Mews, Baywater, W.11. Baywater 3951. After 6, Tulse Hill 4755. [C2009]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1938 Lancia Aprilia, large engine, late suspension; £450. Tel. Sta. 0984. White Little Orchard, North End, Ditching, Sussex. [C9531]

£495—Lancia Aprilia, Dec. 1935, saloon, maintained regardless of cost, very attractive, maroon finish, excellent heat tyres, many other extras.

BENMOTORS, 1, Clarendon Rd., Holborn Park London, W.1. Park 5066-7. (50 yds. Holborn Park Tube.) Exchanges, h.p. [C1017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

1939 (August) Lancia Aprilia Farina black d/h coupe, square instruments, Lancia radiator, coachwork completely overhauled, 30 mpg, oil consumption 4,000 mpg, entire car maintained for the last three years by present owner without regard to expense; new tyres, many extra modifications including Scintilla magneto, new type Solex, Hardy Spicers, etc., all built shown; £625.—Box 0831. (1932)

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia—41-42, Hays Meade, Berkeley Sq. W.1 Gros. 2565 (W2054/R)

LANCIA—John R. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all services and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics. Genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works A'parto—Wembley (Perivale 5656).

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1947 Lea-Francis saloon hand made car at bargain price of £450.
B. J. HUNTER, Ltd., 72, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

GUY ALFRED & CO. offer: 1949 Lea-Francis 14hp saloon, radio, -6-7, Warren St., W.1. Euston 1010. (C1005)

CHARLES POLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following:—

1950 Lea-Francis 1½, streamlined saloon, black, one owner, radio and heater, full history available, guaranteed 3 months. £1,025.

1949 Lea-Francis 14hp streamlined sal., black, 37,000 miles, serviced and guaranteed: £825.

IMMEDIATE delivery of new Lea-Francis 14hp sal., colour dark green, green leather, heater and demister, one only, at new list price £1,261/19/2, including P. Tax.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

£425—Lea-Francis 1½-litre 4-dr. 1946 saloon, low-swing body, very attractive, tip-top performance, small mileage, many others.

BENMOTORS, I. Clarendon Rd., Holland Park W.11, Park 5066-7. (50 yds. Holland Park Tube.) (C1017)

1951 14hp saloon, one owner, completely overhauled, including rebore and resleeve, really mint condition: £845.—Alexander Engineering Co., Ltd., Haddenham 345, Bucks. (7704)

1948 Lea-Francis 14hp grey saloon, four-door, brown leather, radio, this car is in exceptional condition, inside and out, showroom standard; £575, any trial—Hopcroft's, Holt Inn, Steeple Aston, Oxon. (1894)

LEA-FRANCIS 1951 14/70 streamline open saloon, L one owner, 21,000 miles, colour maroon beige interior, would take small car in part exchange.—Wheeler (Newbury), Ltd., The Broadway, Newbury, Tel. 1020.1. (9167)

LEA-FRANCIS sports saloon, 1.767cc, chassis fitted with latest open Mk. VII coachwork, 1951; produced by manufacturers for own use, mileage 12,000, radio, heater, Rimbellishers, etc., black, red leather with loose covers, unrepeatable bargain; £755; terms, exchanges.—12, Church St., Luton 4212. (9168)

695 cns.—Lea-Francis 1949 14hp Mark V streamlined sports saloon, black, fawn leather, built-in headlamp, I.P.S. H.M.V. radio, twin headlights, carefully used, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores.

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (0595/R)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (0392/R)

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan.—Spares and service. (0963/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores.

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (0595/R)

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (0747/R)

LINCOLN

£395—Lincoln Mercury 6-seater saloon 1953, 50hp model, in very beautiful, and immaculate condition; modern body styling like post-war series, built-in radio and heater; director's car.

£165—Lincoln 30hp 6-seater saloon, 1937, not such an immaculate example as above, but a very useful vehicle in sound running order and well shod, ideal for private hire.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

1937 model Lincoln 7 passenger double enclosed limousine, two forward occasional seats, by Hooper, immaculate throughout, offered at the special price of 195cns; hir: purchase and part exchanges welcomed.—Herbert & Mil's, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

MERCEDES-BENZ

II Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

BARTLETT—Mercedes-Benz Type 500 cabriolet, superb condition; £495—27a, Pembroke Villas, W.11. (C1013)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6, Night Service: Victoria 5144. (4755)

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (0748/R)

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months, clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

BEAUTIFUL 1951 T.D. in cream with green upholstery: £525.

CHOICE of four T.C.s, 1949 blue, £495; 1949, black, £495; 1949, royal blue, £465; 1947, black, £385.

MONACO built T.B. competition 2-seater, 1939, £325; ex-Harewood blown P.B. as raced, £295.

CHOICE of three T.A.s, 1939, black, £295; 1938, cream, £295; 1937, green, £265; one 1935 Magnette 4-str., red, £195.

TWO P.B.s, an Airline coupe, £245; a 2-seater, £245.

FOUR P.A. 2-seaters, 1934, blue, £195; 1934, red, £185; 1935, cream, £215; 1935, red, £195.

FOUR J2s, 1935, cream/red, £145; 1935, maroon, £165; 1934, silver, £145; 1934, red, £165.

1949 1½-litre saloon, black, £555; 1934 1½-litre V.A. d/h fourseater, beautiful condition; £295.

1939 V.A. tourer, green, £285; 1938 2-litre saloon, £245; 1936, 1936, grey, £195.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841. (C5041)

DICKS.

1948 M.G. T.C. sports 2-seater, very attractive and fast car; £595.

1938 M.G. 1½-litre drop head coupe, fitted radio, really fine order throughout; £550.

1934 M.G. 5hp sports 2-seater, one of the famous October 1st, at 12.30 p.m. by Southern Counties East Auctions, Ltd. (9094)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. (C1072)

CAR MART, Ltd.

1952 M.G. T.D. 15,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

B. J. HUNTER, Ltd., offer:—

1949 M.G. 1½-litre saloon, works maintained, most attractive car; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

RUSSELL MOTORS offer:—

T.D. M.G., 16,000 miles only, heater, luggage rack, metallic green; £555.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9298. (C3060)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G., green, fitted with luggage racks, full tonneau cover, heater, and many other extras; £575.

1946 M.G., black and green, many extras; £585.

1935 M.G. T.A., blue, 2-seater, in excellent condition; £190.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3302. (C5056)

CASS'S MOTOR MART—1939 1½-litre M.G. sports saloon, superb order.

1938 M.G. 2-litre sports saloon, excellent condition, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

1950 (July) M.G. T.C. tourer, black, tonneau cover, luggage rack, £495.

TICKFORD, Ltd., 9, Upper St. Martin's Lane, W.C.2, Temple Bar 5338. (C4029)

M.G. 2-litre saloon, 1938, a very nice car; £220 or nearest offer.—Tel. Ealing 4655. (9525)

M.G. P.A., immaculate condition, many extras; £225 c.n.s.—49, Jubilee Rd., Perivale, Middx. (9299)

1953 (New) M.G. T.D. choice of colour, immediate delivery: £751/19/2.—Below

1950 M.G. 1½ saloon, black with beige leather, one owner, genuine 25,000 mls., perfect throughout; £650.—Below

1947 (July) M.G. 1½ saloon, green with beige leather, genuine 36,000 mls., perfect throughout; £455; terms, exchanges.—Gibbons Sports Cars (Chesham), Ltd., Lyndhurst Rd. Chesham, Bucks. Tel. 1641. (9999)

M.G.

BEARTS of Kingston M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3314. (1082/R)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. (0580/R)

1951 model 1½-litre M.G. saloon, brown with beige upholstery, excellent condition throughout. £595.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.4. 1201, 8082. (C5008)

1949 (Nov.) M.G. T.C., 25,000 miles, stage 1 tuning; £435; N.P. available.—Now, £565 after 6 p.m. (9289)

1938 M.G. 1½-litre 4-door utility, superb vehicle, £545.—Autowork, Ltd., Winchester. Tel. Winchester 4854. (C1011)

M.G. 2-litre saloon, late 1937, black, in good order and appearance; £175—45, Millgrove, Tynemouth North Shields 520. (19412)

£425—1947 (June) M.G. T.C. sports 2-seater, without doubt one of the finest specimens available. £150 down.—Below

£350—1940 M.G. 2.6-litre sports saloon, immaculate, late, makers' recon. engine, taxed December, £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (C1024)

1939 M.G. T.A. Tickford drop head coupe, green, beautiful condition throughout; £295.—Campbell Symonds, Wembley 6262. (C1037)

1950 (October) M.G. 1½-litre saloon, polychromatic green, excellent condition, taxed year, £560 c.n.s.—Tel. Airedale 225. (9225)

IMMEDIATE delivery, ex stock, M.G. T.D.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5598. (C1027)

1946 T.C. M.G., black, red upholstery, 42,000 miles, only requires seeing; bargain at £340.—S. Kinross Ltd., Leamington Spa. (9415)

1938 M.G. 2-litre drop head fourseater coupe, quartered, £245, payments.—Oldfield, 390, Kensington High St., W.14. Wes. 6651. (C5023)

M.G. T.D. 11hp Tickford drop head coupe, September, 1939, many extras, specimen £500.—Howell, 44, Station Rd., Corstorphine, Edinburgh. (9415)

1950 M.G. 1937 2-litre fourseater drop head coupe, black, grey leather, very good condition; terms, exchanges.—Rowland Smith, below

325 cns.—M.G. 1939 2-litre sports saloon, black, sliding head, leather upholstery, excellent condition; terms, exchanges.—Rowland Smith, below

595 cns.—M.G. Midland late 1951 T.D. 2-seater, red, one owner, exceptional condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

1940 M.G. 1½-litre Tickford drop head coupe, superb order both mechanically and as regards appearance, three months' guarantee; £565.

C & W MOTORS, Ltd., Queens Head Garage, East C. End Rd., N.3. Finchley 6256 (3 lines). (C1061)

1951 M.G. 1½ saloon, low mileage, works maintained, flyan covers, heater, excellent condition, one owner, £700.—1, Western Rd., Oxford. (9247)

1949 M.G. T.C. 2-seater, 32,000 miles, in very nice condition; £435.—Taylor & Craxley, 35, Grosvenor Crescent, W.1. Hyde Park Corner, S.W.1. Slo. 5213. (C4056)

1951 M.G. saloon and other M.G.s will be sold by Auction at Alexandra Palace on Thursday, October 1st, at 12.30 p.m. by Southern Counties East Auctions, Ltd. (9094)

£575—(Sept.) 1951 M.G. T.D., 15,000 miles, black with red leather upholstery, in new condition, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2081. (C4051)

JACK ROSE, Ltd., M.G. agents and stockists, offer: 1949 T.C. 2-seater in cream and green hide, immaculate condition with many extras; £450.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C5096)

R condition offer: 1938 M.G. 1½ sports 4-seater, superb condition throughout; £295; £.P. and exchanges; Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station) Euston 2700 and 8994

TED LUND wishes to dispose of his 1,426 c.c. M.G. T.D. 2-seater, GBL412, quite a fast car, details on request.—E. K. Lund & Co., Preston Rd. Garage, Coppull, Nr. Chorley. Tel. Coppull 205. Open 7 days a week till 11 p.m. (9209)

J M.G., reconditioned engine, gear box, new lamp, battery, c.s.p. rewired, A.V.C. oil and water thermometers, deep-note exhaust, bucket seats, aero screens, full weather equipment; £175.—Fullick, 15, Avonvale Rd., Pinner, Essx. (9253)

1953 (July) T.D., mileage 2,500, grey/red leather, works serviced, 52 mpg, extras include overall tonneau, high output coil, triplex side-screens, etc., condition still as delivered; opportunity to buy a new car at £100, below list, terms if required. Tel. Edgware 5344. (9575)

£295—M.G. 1½-litre 12hp sports V.A. sports 4-seater, late pre-war series, 1938-9, particularly nice example of this scarce model, excellent bodywork, no corrosion, leather interior quite spry and span, general mechanical condition and performance well above average, recommended to the enthusiast requiring something rather special.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

1947 M.G. T.C. 2-seater in superb order, with innumerable extras, Bosch headlamps, twin Windmills, built-in push-button radio, luggage grid, Winderlight, vacuum suakers, excellent tyres, taxed to December, most attractive appearance; £365; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hamstead 5712. (C1062)

BRITONS Ltd.—M.G. T.C. 1948 (November), British Racing Green, reconditioned engine, aero screens, vacuum spot light, P.M. shock absorbers, Redex lubro charger, winking trafficators, double reflectors, double rear lights, windscreen washers, twin wipers, tyres unworn, new Exide battery, superb order throughout; taxed; £475.—13/14, Osten Mews, Empress's Gate & W.7. Frenant 0542. (C1026)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

C THE CAR MART, Ltd., wish to purchase M.G. cars—
320, Euston Rd., N.W.1. Euston 1212. (0966/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

M G. in good condition for cash.—Tel. Valentine 4674 after 6 p.m. (W2016)

T C. 1947-1949, green or black; S.E. England, no demands.—Detail Box 6775.

M AYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104. (0496)

R EQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

P ERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8941. (W3041)

M O. 2-seater wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1652. (W341)

W ANTED, M.G. Jaguars, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinchley, Leics. Tel. Hinchley 558. (13326)

U RGETLY required, 1947-51 M.O. 1½ saloons.—Gibson Sports Cars (Christchurch), Ltd., 1, Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (1439)

H F. EDWARDS urgently require good M.G. for immediate cash; distance no object; details please to:—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 6731. (W2059)

M G. Spares and Service
R OGER'S GARAGE, M.G. repairs and service—Wellesley Ave., Hammersmith, W.6. Riv. 2644. (M3054)

P ERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8941. (W4018/R)

U NIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Oro. 4141. (0904/R)

R OCKERS 6/- each, exchange; camshafts rebuilt, A leak-proof v-drive, most spares.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. 1-2 and after 7. (B4067)

M G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. (0435/R)

T OULMIN MOTORS specialize in M.G. and M.O. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnetic exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

W RITE or phone Toulmin Motors, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3656. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0349/R)

MORGAN

R AYMOND WAY.

R AYMOND WAY OF KILBURN.

R AYMOND WAY, the hire purchase specialists.

1949 Morgan 4/4 drop head coupe, extremely attractive dual colours, very sound mechanical order, carefully driven and maintained; 4299s.

H IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. (C4047)

R AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

1937 Morgan 4/4 2-seater; £225.—Dunstable Garage Winchester. (C1010)

R OSE & YOUNG, Ltd., offer 1952 Morgan Plus-4 2-seater, speedo, 9,000, one owner, immaculate condition, £545.—65-69, Stenhouse Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tel. Hill 6464. (C3057)

265 mts.—Morgan 4/4 1939 sports 3-seater, black, two spare wheels, excellent condition; terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1952 Plus Four 2-seater, chassis built to special order, coachbuilt aluminium body, hand-stitched hide, latest-type stiffened and cambered steering with Thompson track rods, special high-performance engine recently supplied by Triumph's, twin 8's, high-lift cams, special high-compression head, valve timing, full weather equipment, cost over £1,000 last year; the fastest Morgan to date, perfect condition, £650; used as second car only.—Otho Briggs, Essex House, 111, Scalpcliffe Rd., Burton-on-Trent 5967. (0246)

Morgan Cars Wanted

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H F. EDWARDS urgently require good Morgan for immediate cash; distance no object; details please to:—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)

M ORGAN 4/4 offers spares stocks, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (0514/R)

M ORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialist, 18, South Ealing Rd., Ealing, W.5. Ealing 0570. (0728/R)

MORRIS MINOR

R AYMOND WAY.

R AYMOND WAY, of Kilburn.

R AYMOND WAY, the hire-purchase specialists.

1951 Morris Minor saloon, this vehicle has covered 12,000 miles only and is fitted with many extras, it can be described as in perfect order; the spare tyre is unused, tools unwrapped, high in price but real value at 5499s.

H IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. (C4047)

R AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

G ATEHOUSE offer:—

1951 Morris Minor convertible, £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021)

E LITE MOTORS offer:—

1950 Morris Minor tourer, one owner, green, beige; £465.

1949 Morris Minor 2-door saloon, one owner, green, beige; £465.

1950 (Aug.) Morris Minor 2-door saloon, black/beige, one owner, £505.

E LITE MOTORS, 951, 961, Gurratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

K NIGHTSBRIDGE MOTORS, Ltd.

1950 (November delivery) Minor convertible, fawn, 18,000 miles only, in almost new condition; £445.

3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4066. (C2063)

C HARLES RICKARDS, Ltd., offer:—

1953 (Mar.) Morris Minor convertible, black, fitted Smith's heater, one owner, 10,000 miles, taxed year; £525.

L ESO a good selection of genuine low mileage cars, A offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch), Pad. 1820. (C3050)

M ETROPOLITAN MOTORS offer:—

1950 Morris Minor saloon, taxed year, excellent condition throughout; £510.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. (7087)

D J. SHEPHERD & Co. (ENFIELD), Ltd.

1953 Morris Minor, 2-door saloon, colour green, very small mileage, immaculate condition, taxed; £595.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. (C4009)

H ENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, 17,000 miles, taxed, as new; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (2034)

1953 (Sept.) Morris Minor, 200 miles only; £635.—Bejov. (C3001)

1952 (August) Morris Minor tourer, 8,000 miles only; £535.—Mansfield Autos, Ltd., Euston 2567. (C3001)

£535—Sept. 1952, Morris Minor convertible, dark green, 7,000 miles, immaculate.

D ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1952 Morris Minor convertible, black, red interior, low mileage, new condition throughout; £495.

C OLE'S GARAGES, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. (C1054)

1950 Morris Minor tourer, maroon, 15,000 miles, excellent condition; £425.—Hainault 2747. (1973)

M ORRIS Minor tourer, 1952, £535, 13,000 miles, perfect condition.—18, Crescent Rd., Beckenham, 1624. (1973)

1953 June, Morris Minor saloon, ohv engine, 5,000 mileage, as new; £585.—Box 0826. (1937)

F OR sale, Morris Minor, Sept. 1949 green, road condition, London, S.E., no dealers; £425.—Box 0799. (1932)

1950 Morris Minor tourer, radio, rim embellishes, unblemished; £450.—Hillingdon Motors, Tel. Uxbridge 412. (C2062)

1951 Morris Minor 2-door saloon, grey beige leather, 19,000 miles, one owner; £510.—J. Fricker, Ltd. Park 5077. (C2016)

1951 (July) Morris 4-seater convertible, black with fawn interior, 12,000 miles, almost equal to new condition; £535.—Below.

1951 (Nov.) Minor saloon, green with fawn interior, excellent condition throughout, £510.—Robbins, East Putney, Tel. 4581. (C3010)

1952 Morris Minor 4-door saloon, green, small mileage, immaculate; £625.—Silverthorne Motors Ltd., 46, Fitzroy St., W.1. Euston 7811. (C4011)

£545—1952 model Morris Minor saloon, 4-door with heater and many other extras, 11,000 miles.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1026)

M ORRIS Minor convertible '51 (June) black/red upholstery, condition nearly as new throughout, £495.—Carr Bros., The Soho Garage, 21, Soho Square, W.1. Ger. 1262. (C1041)

1951 Morris Minor saloon and many other Morris will be sold by Auction at Alexandra Palace on Thursday, October 1st, at 12.30 p.m. by Southern Counties Car Auctions, Ltd. (19095)

1950 Morris Minor 2-door saloon, black with beige upholstery, perfect coachwork, one owner, 23,000 miles.—E. P. Motors, Kingston-By-Sea, Essex, Tel. Emsbrook 3000. (C2004)

1950 Morris Minor saloon, excellent condition in all respects, loose covers; £465.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8652 and 7036. (C2019)

MORRIS MINOR

1951 Morris Minor 2-door saloon, black, beige leather, genuine mileage 21,000, all good tyres, unmarked and perfect throughout; £525.—Victoria Garage, Primrose Gardens, London, N.W.3. Tel. Primrose 2242. (18759)

T ANKARD & SMITH, Ltd., offer 1951 Morris Minor convertible, black with beige upholstery, excellent condition throughout; £475; 3 months' written guarantee.—194-196 King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. (C4026)

1951 (April) Morris Minor 2-door saloon, in excellent condition throughout, black fawn upholstery, low mileage; £515; consider part exchange.—Southwinds, Smuggler's Walk, W. Worthing. Goring-by-Sea 42151. (C4067)

525 mts.—Morris Minor 1951 saloon, paint, green, radio, heater, electric clock, loose covers, carefully used, nearly new condition; terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

P RIDGE & CLARKE, Ltd.—1952 Morris Minor convertible, Clarendon grey/red leather, 12,000 miles, £529, 1951 tourer, Thames blue/beige leather, low mileage, £439, 1950, blue/beige leather, low mileage, one owner, £429, 1949, green/beige leather, £429, 1951 saloon, green/beige leather, 12,000 miles, one owner, £409, 1949, green/beige leather, radio, £439, three months' guarantee; terms, exchange, list.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. (0716/R)

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

F ULL value paid for Minor or similar.—54, Street-ham Hill, S.W.2. Tulse Hill 2676. (W3016)

1953 new or small mileage 2- or 4-door saloon urgently required; cash paid on sight.—Howey, 61, Park Ave., Seaburn, Sunderland. Collected anywhere. (7547)

MORRIS EIGHT

D ICKS.

1947 Morris 8 saloon, one owner; £350.

D ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6889-9. (C1072)

S LOCOMBE, Ltd.

W E are pleased to offer two most exceptional examples of 4-seater open Morris 8's, a 1939 and a 1950 model.

B OTH these cars are in far above average condition and priced at £285 and £225, or ¼ deposits.

P ART exchanges, car or motor cycles, existing H.P. accounts settled. We close at 7.30 p.m., Saturdays 8 p.m.

38 52, Dudden Hill Lane, N.W.10, Willesden 4669, and 378, North Circular Rd., N.W.10. Gladstone 9548. (C4017)

W J. BROWN, Ltd., established over 30 years.

1948 Morris 8 4-door saloon, black, brown leather and radio; £410.

339 Finchley Rd., N.W.5. Hampstead 4414. (C1025)

M EBES & MEBS, Ltd. (Est. 1895), offer:—

1948 (March) Morris 8hp saloon, grey and black, brown upholstery, interior and coachwork excellent, moderate mileage, £410.—The Broadway Mill Hill, N.W.7. Tel. Mill 2040. (C5012)

1948 Morris 8 4-door saloon, radio, spotlight, very nice car; £365.

R EAD BROS. MOTOR CO. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1694. (C3048)

1940 Morris 8 Series E 2-door saloon, reconditioned, excellent; £275.—Below.

1937 Morris 8 4-door saloon, in excellent condition, £175.—Below.

1939 Series E Morris 8 4-door saloon, one owner, maintained throughout by Morris agents; £295.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube). (C2050)

1938 Morris 8 saloon, black, above average condition; £195 o.n.o.—Cun. 6453. (1914)

1939 Morris 8 2-door saloon, one owner, in sound mechanical order throughout; £200.

L YNE FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2058)

M ORRIS 1936, privately owned, perfect order, completely overhauled, £185 o.n.o.—Per. 1472. (9635)

£110—1937 Morris 8 saloon, clean car; terms; Autosnips, 5, Balham High Rd., Balham, 1509. (C1069)

1938 Morris 8 saloon; £145, terms, exchange.—Norman Autos, 354, London Rd., W. Clapham, Tel. Tho. 4657. (19422)

M ORRIS 8 2-str., 1935, replacement engine, good running order, taxed; £125.—Bowman's Garage, Weybridge, Tel. 1265. (C1033)

1939 Morris 8 Series E tourer, R.Ctd. Eng., new hood, etc., first-class cond. throughout; £250.—2, Jeyner Drive, Greenford, Eves. and w. ends. (9204)

M ORRIS 8 saloon, 1938, reconditioned engine, in exceptionally clean condition; £185.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5265. (C1056)

1948 Morris 8 (E model) 4-door sal., superb order, £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1947 (Nov.) Morris 8 4-door saloon de luxe, black/brown leather upholstery, well maintained, £360.—R. R. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 1055. (C1065)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

1947 Morris 8 4-door saloon, black with brown hide, sliding roof, exceptionally fine condition; £375.

1946 Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine; £365.—Robbins, East Putney Tel. 4581. [C3010]

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars, which have been thoroughly checked in our workshops and are guaranteed for three months.

1948 Series E 4-door saloon, immaculate condition, one owner; £395.

1939 Series E 4-door saloon, exceptional condition; £285.

1939 2-door saloon, taxed year, excellent condition throughout; £265.

1938 2-door saloon, choice of two, both in excellent condition; £225.

1938 4-seater tourer, immaculate condition throughout; £195.

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment.—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.7 (two minutes Gloucester Rd. Tube). Western 3208. [C4063]

165 ens.—Morris 8 1957 saloon, green and black, good condition; taxed; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Morris Eight Cars Wanted

PRIVATELY owned Morris 8.—S. Brae Court, Kingston Hill, Surrey, Tel. Hill 7766. [W2057]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MORRIS 8 tourer 1955/59 wanted, in good condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16, Streatham 9539. [W4059]

MORRIS TEN

ROYS offer:—

1939 Morris 10 saloon, excellent; £225; h.p. and exchanges.—Roys' Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station), Euston 2700 and 8934. [C3059]

1939 Morris 10 Series M, black, excellent condition; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005]

MORRIS 10hp Series M 1946 black saloon, excellent condition, taxed; price £375.—Tel. Walton-on-Thames 2261. [1916]

1947 Morris 10, immaculate original condition, one owner; £345.—Kirkdale Cars, 319a, Kirkdale, Sydenham 6129. [1954]

MORRIS 10 black saloon 1938, good runner, smart, 30mpg, taxed, A.A. inspection; £235.—99, Sedgely Hill Rd., Bellingham, Catford. [19148]

WALTER SCOTT, Ltd.—Morris 10 1947 model de luxe saloon, black, brown leather, bargain; £325.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914. [C4006]

225 ens.—Morris 10 1938 model Series 3 saloon, black, excellent condition; taxed; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MORRIS TWELVE

£125.—1937 Morris 12 saloon, clean car; terms: Autospin, 5, Balham High Rd., Balham, 1509. [C1009]

1938 Morris 12hp Series III saloon, has been maintained in good order; £175.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge. [3274]

MORRIS FOURTEEN

1936 Morris 14 saloon; £85; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1939 Morris 14 saloon, maroon and black, unmarked body, red leather interior, tyres as new, any trial, taxed year; £245; disposal urgent but deferred payments possible.—Tel. Beakley Heath 2067. [19407]

MORRIS OXFORD

WELBECK MOTORS, Ltd., offer:—

1952 Oxford in pale blue, 7,000 miles, as new; £690.

1951 Oxford in grey with loose covers and heater; £575.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 3991 (6 lines). [C4049]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1950 Morris Oxford saloon, beautifully maintained and serviced by one fastidious owner, negligible mileage, radio and heater; £999.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn N.W.5, Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). [C4047]

W. J. BROWN, Ltd. established over 30 years.

1952 Morris Oxford, black, red leather, heater, 14,000 miles; £665.

339 Finchley Rd., N.W.3, Hampstead 4414. [C1025]

MORRIS OXFORD

MORRIS OXFORD, June 1953, 3,000 miles; £700.—Tel. Cun. 1969 or after 6 p.m. Col. 5574. [19144]

1953 Morris Oxford saloon; £650.—L. F. Dove, Ltd., 69, Frowdway, Wimbledon, S.W.19, Liberty 3456. [C1077]

GUY ALFRED'S & Co. offer: 1952 Morris Oxford saloon, heater, superb order.—6-7, Warren St., W.1, Euston 3268. [C1005]

1950 Morris Oxford saloon, low mileage, excellent condition; £475.—Pantiles Service Garage, London Rd., Guildford 5526. [C5035]

1952 Morris Oxford, green, heater; £635.—Halls Finchley, London, N.12, Tel. Hillside 1044. [19570]

1951 Morris Oxford, far above average; £590.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2312. [C4019]

£495.—1950 (51249) Morris Oxford saloon, one owner, very exceptional condition throughout.—H. C. Paul, Ltd., 32, Bruton Place, W.1, Mayfair 0821-2. [C5040]

£575.—Morris Oxford 1951 saloon, black, heater, in excellent condition throughout; exchanges and easy terms on the spot.—Clarks (Oxford), Ltd., 6, The Plain, Oxford, Tel. 47757. [19332]

595 ens.—Morris Oxford 1951 saloon, platinum grey, leather, heater, one owner, small mileage, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, grey, brown leather, 22,000 miles, heater, one owner; £550.—1950, black, brown (heater) or beige, brown leather (12,000 miles); choice of two from £529; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9, Brixton 6251. [C5058]

Morris Oxford Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1, Grosvenor 3434. [10717/R]

PRIVATELY owned Oxford.—S. Brae Court, Kingston Hill, Surrey, Tel. Hill 7766. [W2057]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MORRIS SIX

J. DAVY of Kensington.

£595.—Morris Six (1951 series), one owner, low mileage, extras.—180/4, Kensington High St., W.8, Western 9641; 215, Brompton Rd., S.W.3, 1108. [C1069]

H. BEART & Co., Ltd., offer:—

1950 Morris Six saloon (choice of two); full details on request.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1091]

1950 Morris Six, regularly serviced, heater, maroon, one owner; £525.—Tel. Syd. 7243 or Add. 19126. [19126]

1953 (July) Morris Six saloon, 2,500 miles, accept £795.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, Tel. Deansgate 3325-6. [C2028]

1950 Morris Six, real quality costing almost £1,000 equipped, season's bargain; £499; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12, Finchley 6221 (East Finchley Underground). [C2052]

Morris Six Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1, Grosvenor 3434. [10717/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MORRIS wanted.—Smith's, 88, Chalk Farm Rd., N.W.1, Gul. 2767. [19824/R]

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport, Tel. 2268. [10799/R]

MARSTON MOTOR Co. for your Morris.—Tel. Sta 8000, Seven Sisters Rd., Tottenham, N.15. [10996/R]

H. P. EDWARDS urgently require good Morris for immediate cash; distance no object; details please to: 200, Great Portland St., London, W.1, Tel. Langham 0012. [W2005]

Morris Spares and Service

MORRIS—Genuine spares and specialist repair service, immediately available in the West End.

MORRIS & Co., Cleveland Garage, Cleveland St., W.1, Tel. Mus. 1932/8574. [10542/R]

ROGERS GARAGE—Morris repairs and service.—Wellesley Ave., Hammersmith, W.6, Riv. 2644. [19654]

LARGEST and quickest spares service in the South of England.—Hevens Garages, Ltd., Reading, Tel. 4436. [10206]

NASH

SIMPSON'S offer:—

1949/50 Nash Ambassador hydraulic, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High St., Wembley, Wembley 8691/3905. [C4015]

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield Surrey, Tel. 330-1. [10217/R]

OLDSMOBILE

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6426-7). [10576/R]

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1, Gerrard 8600. [10627/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3905. [W4015/R]

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey, Tel. 330-1. Will buy post-war models at good prices. [10113/R]

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 3266/4944. [10526/R]

79 ens.—Opel Cadet, September 1957 drop head cabriolet, maroon, red leather, taxed; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Opel Spares and Service

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9.5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.5, Primrose 2647. [10240/R]

PACKARD

PACKARD 120 7-seater limousine, 1937, colour black, upholstery blue cloth, in good condition.—Tel. Kensington 6633. [19271]

PACKARD Six saloon, left-hand drive, registered 1946, gulf blue, grey upholstery, loose covers, heater, demisters, etc., very well maintained, car £295.—Carmo, Pri. 0141. [19430]

PACKARD double enclosed limousine, very beautiful condition throughout, interior as new; specially priced at 175 ens., hire purchase and part exchanges welcomed.—Herliet & Mills, Church Rd., Ashford, Middx., Tel. 2960. [2055]

LI-MOUSINES Super-32hp/1937, also 1939, Deluxe (£1395 model) Coachwork, black, forward occasional magnificent condition throughout, certified mechanically, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1096]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [10191/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3905. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Packards.—97, Fulham Rd., S.W.3, Kensington 4858. [W4028]

7-SEATER privately owned Limousine required cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3, Kensington 4858. [194028]

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [10469/R]

PLYMOUTH

SIMPSON'S offer:—

1947 first registered 1951 Plymouth 4-door sedan, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High St., Wembley, Wembley 8691/3905. [C4015]

PONTIAC

SIMPSON'S offer:—

1951/52 Pontiac 4-door, fully equipped, low mileage, all extras.

1951 Pontiac Catalina hardtop, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High St., Wembley, Wembley 8691/3905. [C4015]

GUY SALMON AUTOMOBILES offer:—

1948 (November) Pontiac 6-cylinder 4-door saloon, hydraulic drive, heater, radio, chromium plated wheel discs, dark and light grey, 28,000 miles, in most immaculate condition throughout; 1 h.d.; £791.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—250, Old Brompton Rd., S.W.5, Frenamite 5471. [W5064]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars"—Wembley 8691/3905. [W4015/R]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3, Tel. Fiamman 7724. [10617/R]

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

PORSCHÉ

COLBORNE GARAGE, Ltd., Ripley, Surrey, England, Sole Concessionaires. All services available.—Tel. Ripley 2561. [10629/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RACING CARS

COOPER'S GARAGE (BURBTON), Ltd., of Burbton, Tel. Elm 5360, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. (0821/R)

PERFORMANCE CARS have a selection of vehicles suitable for competitions including 2-litre H.W.M. Alta 2-seater, Ardun Alford streamlined 3-seater, Cooper Mark V J.A.P., 1,500 Cooper-Lea-Francis, M.G. P.B. ex-Harewood, M.O. T.B. 2-seater; details of Formula 2 and 3 available upon request.—See also under "Sports Cars." (C5041)

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North 6th St., W.18. Vandyke 5181. (0355/R)

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Puddington 9639 (night) Baywater 67551.—All models available and wanted. (5778)

Railton Cars Wanted

REQUIRED, good used Railton—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. (0421/R)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875 offer:—1950 750 de luxe saloon specially tuned, taxed, loose covers, pearl/black: £600.

1946 12hp saloon de luxe, blue, grey leather, roomy, spacious: £350.

1938 17.9 four-seater drop head coupe, 80 mph, 30 mpg, radio, taxed: £250. (0126/R)

£135—1938 Renault 12 saloon, good runner, bargain, £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6400. (C1024)

1951 Renault saloon, 760cc, nice order throughout, £450.—W. T. Dunn, Ltd., 507, Euston Rd., N.W.1. Euston 3105. (9526)

1953 (June) Renault 750 saloon, bronze jewel-sens, mileage 800, immaculate, taxed Dec. £595 o.n.g.—Santey, "Red Tiles," Boundary, Nr. Burton-on-Trent. Tel. Ewardincote 7683. (18908)

1939 Renault 8hp saloon, excellent condition, new battery, good tyres, mechanically perfect; £195 or exchange for larger car.—Maida Vale 154 or write 29, Fairhazel Gardens, London, N.W.6. (9425)

1950 Nov., Renault 6hp 4-door saloon, 50 mpg; £475; 3 months' written guarantee; free after-sales service; defroster, exchanges.—Harold Simons, Ltd. Simons Corner, 597-601, High Rd., East Finchley, N.2; 3 minutes Trolley E. Finchley tube. Finchley 0052/53. Ring any time. (C4005)

Renault Cars Wanted

MAYFAIR GARAGES, Ltd., top cash prices for Renaults.—Balderton St., W.1. Mayfair 3104. (0416)

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W5045)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. (0127/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. (W3018/R)

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (0911/R)

RILEY

BOON & PORTER, Ltd., Distributors.

1948 2½ saloon, black-brown leathers, H.M.V. radio, 31,000 miles, excellent condition; £725.—Castleinau, S.W.13 (by Hammersmith Bridge); Riverside 4444. (C1022)

MAYFAIR COUNTRY CARS offer:—

1949 (Oct.) roadster in superb condition; £725.

1946 (Dec.) 1½ saloon, radio, heater, taxed; £550. 0131.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. (C3006)

CLARKE & SIMPSON, Ltd., offer:—

1949 (April) 1½-litre Riley saloon, green, green leather, superb condition; £675.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. (C1046)

BROOKLANDS—Individuality, new and used cars.

1952 Riley 2½-litre saloon, excellent.

103, New Bond St., London, W.1. Mayfair 8551-8. (C1029)

PERFORMANCE CARS offer with 5 months' written guarantee.

1951 Riley 2½-litre saloon, black with green hide upholstery, in beautiful condition throughout; at the realistic price of £745.

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841.—See also under "Sports Cars." (C5041)

1936 1½ Falcon; offers around £100.—Everaley (Berks) 3122. (9525)

RILEY 1928, good running, 38 mpg, taxed, aluminium body, bargain; £55.—Box 0832. (9583)

£120 o.n.g.—Riley 12.4 Falcon, 1955, good mechanically, body fair.—Box 0790. (9142)

1950 Riley 1½-litre saloon, green with beige leather, fitted heater, as new; £765.—Below.

1947 (Jan.) Riley 1½-litre saloon, black with red leather, one owner, recently fitted new factory engine, almost as new; £600.—Gibsons Sports Cars (Exchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Phone 561. (18968)

SORREX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewis Motors, Ltd. (0057/R)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars." (C5041/R)

RILEY

BEARTE, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3346. (0073/R)

RILEY 12 saloon, 1939, exceptionally clean condition; £545.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. (C1056)

1950 (August) 1½-litre Riley, small mileage, as new; £795.—47, Ellesboro Rd., Harborne, Birmingham. (19634)

1947 Riley 2½-litre saloon, black, red leather upholstery, fitted radio, 35,000 miles; £545.—Speedwell 1196. (9852)

1938 Riley 12.4 saloon, guaranteed; £185; payments.—Oldfield, 386, Kensington High St., W.14. Wes 6651. (C5029)

£225 Riley Kestrel 1936 1½-litre, sleeved, reconditioned engine, grey, red leather, good condition.—Tudor 5523, Box 0780. (9259)

1947 2½-litre Riley saloon, in very good condition; £545; exchanges on terms.—Harper Motors, Station Rd., Chertsey, Tel. 2057. (9358)

PRIVATE owner must sell 1948 (Aug.) 1½-litre Riley saloon, radio, accessories, 1951 condition; accept £625 quick sale.—Box 0777. (9255)

1936 Riley 9 saloon, grey, pre-selector, in good order; best offer over £200; repairs.—R. Laird, 5, High St., Marlow, Bucks. Tel. 855. (9135)

365 gns.—Riley, 1940, 1½-litre drop head coupe, gunmetal, green leather, magneto, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Riley, 1937, Monaco saloon, black, sliding head, brown leather, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

225 gns.—Riley, 1936, 1½-litre Merlin saloon, black, sliding head, grey leather, excellent condition; terms, exchanges; list: open 9.7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1936 Riley Kestrel 15.6 saloon, black, small mileage, excellent condition, taxed; £260.—Sleightmoor, R.A.F., Oxenden, Leighton Buzzard. (0277)

1946 Riley 1½-litre saloon, outstanding example; £555.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

1951 Riley 2½-litre saloon, black, Motorola, taxed, Lifeguard tubes, heater, exceptional condition throughout £875.—H. C. Paul, Ltd., 32 Bruton Place, W.1. Mayfair 0521-2. (C5040)

1953 2½-litre Riley saloon and other Rileys will be sold by auction at Alexandra Palace on Thursday, October 1, at 12.30 p.m., by Southern Counties Car Auctions, Ltd. (9091)

JACK ROSE, Ltd., offer 1949-50 Riley 1½-litre saloon, in maroon, 22,000 miles, a beautiful car; accept £665.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. (03066)

THE RILEY CENTRE (GORDON & GYNN), at 166/165, Pavilion Rd., Sloane Sq., S.W.1. Tel. 8.4.1. (C5069)

£425—1939 2½-litre sportsman's saloon.

£375—1939 1½-litre saloon.

£345—1938 1½-litre Lynx 4-seater sports, manual box.

£325—1937 1½-litre Kestrel.

£295—1938 1½-litre Adelphi.

£260—1937 Monaco 9hp.

£195—1936 Merlin 9hp.

£175—1934 Monaco 9hp.

ALL the above cars are in excellent condition throughout, and carry the Riley Centre specialist guarantee. (C5069)

£795—1950 Riley 2½ saloon, black with red upholstery, 22,000 miles, one owner; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammer-smith, W.6. Riverside 2981. (C4081)

ROYS offer: 1937 and 37 Monaco 9 saloons; £150 and £225; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C3059)

CAMDEN MOTORS for Rileys—2½-litre saloon, 1952, C a little over 12 months old, a superb low-mileage one owner car, equipped with built-in Motorola radio, heater and screenwash; £1,045.

CAMDEN MOTORS for Rileys—Another 1952 model C (February) with heater but no wireless; £965.

CAMDEN MOTORS for Rileys—1½-litre 12hp saloon, 1948 model (December, 1947, delivery), black, brown leather, moderate total mileage; £565.

CAMDEN MOTORS for Rileys—2½-litre saloon, 16 hp 4-cylinder engine, late pre-war 1938.9 series with synchromesh gears, two owners since new and in practically original condition throughout except for major engine reconditioning in 1945 and 1952; this Riley is not an "inferior" vehicle specially "done up" for the occasion, it is particularly outstanding mechanically with a good chassis; £525.

CAMDEN MOTORS for Rileys—Ruffell saloon, 1956, very popular 1½-litre 12hp series, similar in many respects to post-war model, smart modern lines and typical Riley performance, discs, etc.; £545.

CAMDEN MOTORS for Rileys—Kestrel saloon, 1954, C 1½-litre 12hp model, swept tail and modern streamlined body, knock-on wheels, etc., special series engine really fast for its modest horse power; £145.

CAMDEN MOTORS for Rileys—Also Falcon, Merlin, C Adelphi and Monaco saloons in stock.

CAMDEN MOTORS for Rileys—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.—Write for catalogue. (C1035)

£245—1937 Riley 9hp streamlined sports saloon, exceptionally clean, £160 overhaul, bills available; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

£650 or near offer.—Riley 1½-litre saloon, late condition, 1948, ivory and black, radio, really excellent condition, taxed December.—Fenton, 1, Cross Bank Rd., B.ley, Yorkshire. Tel. 1050. (19256)

RILEY

1951 Riley 2½-litre Sportsman's saloon, finished in the original and unblemished sun-bronze, a genuine specimen example, one owner, genuine 19,000 miles, fitted new H.M.V. radio, heater, taxed; £875.

MAIDSTONE ENGINEERING Co., Cross St., Pendle-ton, Salford 6, Manchester. Pen. 5457. (C5000)

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. (10446/R)

1940 Riley 1½-litre Adelphi drop head four-seater, black, vivid acceleration, tyres as new, over 30 m.p.g., new hood; this car is in very fine condition and ready to go anywhere; bargain at £375; any trial.—Hopcroft's Host Inn, Steeple Aston, Oxon. (18993)

Riley Cars Wanted

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (0568/R)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. (W5008)

YORKSHIRE—The Riley buyers, Barkers of Oak-wood, Leeds, E. Tel. 56236/7. (10094/R)

FULL value paid for Riley or similar.—54, Surret-ham Hill, G.W.2. Tulse Hill 2676. (W5016)

C.N.K. MOTORS require clean pre-war Rileys.—355, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W5041)

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (7775)

WANTED, Riley 9 or 12hp 1936-36, private.—Write particulars to 203, Kingshill Drive, Kenton, Middx. (99270)

URGENTLY required, 1946-52 Riley 1½-litre saloons, Gibsons Sports Cars (Christchurch) Ltd., Lynd-hurst Rd., Christchurch, Hants. Tel. 1881. (1460)

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object; please write to:—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 6731. (W2059)

THE Riley Centre (Gordon & Glynn), dealing exclusively in Rileys, will always pay specialist prices for all models pre-war and post-war; inspection anywhere in Great Britain.—189/195, Pavilion Rd., Sloane St., S.W.1. Sloane 5256. (W5069)

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, E.3.23, Forest Hill 2444/5. (0246/R)

ARCOT ENGINEERING, Ltd.—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0238/R)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, High-gate Rd., London, N.W.5. Gui. 5446. (0952/R)

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (6140)

ROLLS-ROYCE

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars offer the following selection:—

1948 H. J. Mulliner sedanca de ville, black with wide and cloth, 18,000 miles; £3,500.

1939 Wraith Thrupp & Maberly sports saloon, grey with maroon hide; £2,250.

1939 Wraith Gurney Nutting sedanca de ville, black and maroon with maroon hide; £1,875.

WE are interested in the purchase of Rolls-Royce cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C5032)

RIPPON

RIPPON

RIPPON BROS., LTD.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0905/R)

R.M. offer:—

1937 Rolls-Royce 25.30 semi-racer-edged, sports saloon by Thrupp & Maberly, grey with wine upholstery, large boot, a very pretty car in exceptional condition.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5268. (C5060)

IMMEDIATE delivery 1933/37 25-50hp with brand new body, inspection invited; address:—

ALL enquiries Station Approach, Key Gardens, Alpe and Saunders (Coachbuilders), Ltd., Richmond 1161. (9195)

1935 25hp Rolls-Royce Thrupp & Maberly owner-driver sports saloon, excellent history, radio and heater.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. (C5017)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE—1950 Silver Wraith touring limousine by Freestone & Webb, painted green and black and upholstered in beige hide, speedometer reading 47,000 miles; price £3,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082]

VINTAGE AUTOS

£325—Rolls PI; this car was built and registered in 1937 with magnificent Continental open touring coachwork by Gurney Nutting, fitted rear passenger windscreen, disappearing hood, etc.; without a doubt one of the finest touring Rolls in existence.
£280—Rolls PI, fitted 1935 sedan de ville coachwork.
£175—Rolls 20 1930 saloon by Park Ward, fitted wind-down division, disappearing occasional seats, disc wheels and chrome rad.
£225—Rolls 20, 25 owner-driver saloon by Hooper.
£750—Rolls 20/25 1936 owner-driver sedan de ville by Gurney Nutting.
WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.
VINTAGE AUTOS, 66, London Rd., Tooting, S.W.13. [C4039]

P.B., Ltd., offer:—

1939 Rolls-Royce Wraith, Park Ward sports saloon, just recoloured two-tone beige, grey leather upholstery, exceptionally low mileage.
1936 25/50hp Rolls-Royce Hooper sports saloon, black, brown leather.
1936 20/25hp Rolls-Royce Hooper sports saloon, black, brown leather.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3053]

H. W. MOTORS, Ltd., offer:

1937 Phantom III Park Ward razor-edged sedan de ville, finished black, 37,000 miles; £250.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

SWANMORE GARAGE offer:—

25/30 saloon by Thrupp & Maberly; £1,375.
PHANTOM III seven-seater; £1,275.
PHANTOM II saloon by Gurney Nutting; £835.
PHANTOM II saloon by James Young; £835.
20/25 shooting brake; £1,175.
EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 45344. [C4024]

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:—
1948 black/beige, 35,000 miles, undergoing overhaul; £2,650.
1938 Phantom III D.L. series razor-edged saloon with division, black/beige leather, 40,000 miles; £1,750.
AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [C5030]
TAYLOR & CRAWLEY offer:—
1939 Rolls-Royce Wraith (W.H.C.) fitted edged sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorized specialist, owner-driver car of great appeal, £2,150.—E. Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5215. [C4036]

MASCOT MOTORS, Ltd., offer:—

1935 25hp Hooper sports saloon with division.
1935 25hp Tickford 4-light saloon.
1934 25hp Hooper sports saloon with division.
1933 25hp Park Ward sports open tourer.
1933 40/50hp Freestone and Webb Continental short-wheelbase.
1932 25hp Freestone and Webb sports saloon.
1931 25hp Mulliner 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.
MASCOT MOTORS, Ltd., 237-243, Kenal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

ROLLS-ROYCE 22hp truck, daily use, £300.—Seyres, Stud House, Pimpenne, Blackford, Dorset. [C2936]

ROLLS-ROYCE 25 30 saloon, registered 51st December, 1937. G.L.P. series, black with piskin upholstery; £1,075.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

1934 Rolls-Royce 25hp black saloon, partitioned; £750 or near offer.—William Wood and Son, Taplow, Bucks. [C2927]

ROLLS-ROYCE Phantom II sports saloon, reg. 1937; offers or smaller car in exchange.—45, Shirehall Park, N.W.4. Hendon 1648. [C1945]

ROLLS-ROYCE

ROLLS-ROYCE Phantom II, in absolutely perfect condition, well maintained and owner driven, mileage 71,000; inspection invited.—Reply to Box 0580. [C2754]

ROLLS-ROYCE P.II continental sports saloon by Mulliner, in first class condition; £675 or near offer.—18, Coach and Horses Yard, Boyle St., W.1. Regent 0671. [C9418]

1929 Rolls-Royce 21-6, green, open tourer by Hooper good condition and appearance; offers around £500.—Blackmore, Broomfield, Southborough, Tunbridge Wells, or Royal 1260. [C3111]

ROLLS-ROYCE, 1935 S.K. series, owner driver, sliding roof saloon in black, very attractive sporting lines, mechanically perfect; £550.—West House, Sandy Rd., Hampstead, N.W.3. Meadow 1213. [C3224]

PHANTOM III limousine by Barker, rear boot, face offroad occasional, recent engine overhaul, first registered February, 1937; reasonable offers invited or exchange smaller car.—Bournemouth 4560. [C3506]

ROLLS-ROYCE Silver Wraith, first registered 29.11.48, immaculate condition throughout, black blue upholstery.—A. Freeman Ltd, Grosvenor Garage, Burnage Lane, Manchester, 19 Rus. 2874-5. [C9176]

1950 (Aug.) Rolls-Royce Silver Wraith, 24,000 miles only, Windower saloon, col. grey, cloth upholstery; £2,590.—Clayton's Cars (London), 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1936 Rolls-Royce 25hp attractive 2-door body by Vanden Plas, owned and driven by two gentlemen since new.—Particulars from S. H. Partridge & Co., Ltd., Motor Agents, Brixham, Devon. Tel. 2551. [C9403]

OFFERS wanted to clear the following: Phantom II ambulance, 20hp caravan, Phantom Hooper limousine, Phantom chassis, room required, must be sold.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

HEARSE, 1934 5, 8K Series, Phantom II, fitted partitioned 6-Bentley Deluxe Coachwork, exclusive equipment, exceptional value, certified mechanically; £985. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006.1]

1937 Rolls-Royce 29.4hp 7-passenger limousine by Mulliner, black, privately owned, mechanical ally first-class, bodywork in very good condition, any examination invited; to be sacrificed at £595.—149, Leeds Rd., Harrogate. Tel. 81086. [C9101]

795 gens.—Rolls-Royce, 1937, 25/30hp Hooper 7-passenger limousine, black, leather, through-out swept tail, face-forward occasional, division discs, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below. [C2964]

495 gens.—Rolls-Royce 1933 Phantom II 40/50hp Barker 4-door sports saloon, black, sliding head, brown leather, Ace discs, good tyres, carefully used, excellent condition; terms, exchanges; last open weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1949 Rolls-Royce Wraith Park Ward saloon, finished Burgundy with Bedford Cord upholstery; genuine mileage 13,000 since new; this car is the property of a discriminating motorist, and is offered with every confidence at £5,850.—Loxhams Rolls-Royce and Bentley Showrooms, Preston, Tel. Preston 4245. [C2964]

OWNER-DRIVER, 1938/30hp (GOR Chassis) Barker 4-light swept tail saloons without partition, concealed boot, recorded mileage 19,000, leather through-out, carefully maintained, opportunity, £1,340. Another similar, 1936, mileage 60,000, £795. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006.2]

1934 Rolls-Royce 20/25 GXB Ripon saloon with disappearing division, privately owned throughout, in immaculate condition and subject to any trial or examination, taxed to end of year, also 1934 GVB Hooper saloon 20/25 in splendid order and condition, any examination or trial; £600 each.—Newland Garage Eng. Co., 26, Alexandra Rd., Hull. Tel. 8297. [C1939]

H. A. FOX & Co. Ltd., officially appointed Rolls-Royce retailers, present for sale a Rolls-Royce Silver Wraith chassis fitted with a H. J. Mulliner touring limousine body; this is finished in an unusually attractive colour scheme, the side panels and bonnet sides are ivory, the rest of the car black, and fine lined with red and gold; the interior is cream leather with blending cane, and these colours are also included; the fully dropping division is electrically operated; very full equipment includes: radio with duplicate loudspeaker in rear, heater, demister, screen washer, table and companion set, special interior lighting, footrests, cigar lighters, badge bar and special parking lights; the speedometer mileage is only 3,708 and the whole car is as new and under Rolls-Royce guarantee; this is a unique specimen offered for immediate delivery at a reasonable price.—H. A. Fox & Co. Ltd., 5-5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7667. [C1006.3]

A&S Limousine, 1935/25hp, partitioned, forward occasional, boot, black, carefully maintained, bargain, £565. [C2965]

L partition, forward occasional, black, recorded mileage 25,000, opportunity, £1,165. [C2966]

LIMOUSINE, Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black rear boot, lavishly equipped, beautiful lines, low mileage 44,000, only private owners; £895. [C2967]

92.80 miles, Phantom III (BT, Series—detailed history available), Park Ward partitioned black limousine forward occasional, magnificent condition throughout, unrepeatable opportunity, £1,570. [C2968]

WRAITH, 1939 30hp Park Ward partitioned limousine, forward occasional, meticulously maintained, recorded mileage 25,000, black, £1,670. [C2969]

WRAITH, 1939 30hp, partitioned Hooper limousine, Deluxe, forward occasional, black, magnificent condition reasonable cost. [C2970]

A LPE & SAUNDERS always purchase Rolls-Royce. [C2971]

PROVIDENCE COURT, North Audley Street, Mayfair. [C1006]

Rolls-Royce Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly) Grosvenor 3454. [C970 R]

Rolls-Royce Cars Wanted

J. MARSHALL
WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition
J. MARSHALL, 609, St. Albans Rd., Watford, Tel. Garston 2569. [C9498 R]

A&S always purchase 7-passenger, 25/30hp Limousines, also Coupes and Saloons with boot.
A&S urgently require Phantom II private Limousines, also Phantom III sports saloons, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

PERFORMANCE CARS urgently require Rolls-Royce.—Great We Rd., Brentford, Middlesex. [C3041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube) N.W.3. Ham. 6041. [C4018 R]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69 Westow St., Crystal Palace, S.E.19. Livingstone 3562. [C10345 R]

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [C6263]

ADVERTISER wishes to purchase Phantom III Rolls sports saloon, communicate fullest possible details including ch. number and any history available, to Box 0833. [C9504]

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [C9050 R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [C9050 R]

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.
LARGEST official repairers Rolls-Royce cars.
SERVICING or overhauls.
COACHWORK renovations and accident work.
LARGE stocks of spares.
WORKS: Lombard Rd., Merton, S.W.19 (close 8th Wimbledon Tube), Liberty 7222 (8 lines). [C1032 R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Egin Avenue, W.9. Tel. Cunningham 5956-7-8. [C9514 R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also recoloured replacement engine guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [C1034 R]

ROVER 10

RAYMOND WAY
RAYMOND WAY of Kilburn.
RAYMOND WAY, the Hire-Purchase specialists.
1938 Rover 10 saloon, in exceptional condition for its age, runs very well indeed, new tyres fitted, taxed December, 2496ns.
HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange, or present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. [C4047]

MAIDA VALE 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

325 gens.—Rover 10, 1940 model, de luxe 4-door saloon, black, sliding head, green leather, good condition; terms, exchanges; last open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

CAMDEN MOTORS for Rovers.—10hp saloon de luxe, 1939, four-door model with sunshade roof, attractively finished in Rover green with interior to match; lively engine giving "big car" performance coupled with maximum economy, a nice car, £395.
CAMDEN MOTORS for Rovers.—10hp saloon de luxe, 1936, appearance somewhat above average for the year, sound black finish; £195.
CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2941. Open till 8 p.m. Write for catalogue. [C1019]

1937 Rover 10 saloon, one owner since resprayed, new engine last year; £225 or £75 deposit, balance 12 months; exchanges, insurance, 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 25, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C9547]

ROVER 12

DICKS
1946 Rover 12 saloon, unused considerable period. [C2952]

DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn Maida Vale 6988-9. [C1072]

HENDON CENTRAL GARAGE, Ltd., offer:—
1946 (October) Rover 12 saloon, taxed, immaculate condition throughout; £555.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C1034]

1939 Rover 12 saloon, blue, sun door, blue leather, snip, £245.
DUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 5150. [C1075]

1940 Rover 12 saloon, very good order; terms.—Rogers Garage, Wellesley Avenue, Hammer-smith W.6. Riv. 2644. [C9654]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 Rover 12 sun saloon, really beautiful condition throughout; £525.—Bruce France, 8a, Cromwell Mess, South Kensington, W.14. 0513. (C2014)

1946 Rover 12, black/brown, exceptional condition; £585.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (C1014)

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1946, a very genuine car in really excellent condition throughout, excellent chassis and very quiet engine with almost silent tick-over; radio; £545.

CAMDEN MOTORS for Rovers.—12hp sportsman's saloon, 1947, a beautiful specimen of this four-light series, one owner and bills available for extensive overhaul by Rovers this summer, suede green finish, quite immaculate; £595.

CAMDEN MOTORS for Rovers.—12hp saloon, 1938, quite a nice car on which over £50 has been spent on recent reconditioning, decent-looking specimen, not knocked about or harshly treated; £295.

CAMDEN MOTORS the Rover Specialists, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

1940 Rover 14 saloon, black, brown leather, a very exceptional car; £385.—Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

CAB'S MOTOR MART—1939 Rover 14 Super Sports saloon, black, superb condition, written guarantee—5, Warren St., W.1. Euston 4110. (C1040)

£135—1935 Rover 14 sports saloon, good runner, bargain; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1936 14hp saloon, one owner, maintained by a Roverist, bills to prove, immaculate condition throughout; £350, terms and exchanges.—Harper Motors, Station Rd., Chertsey, Tel. 2097. (C939)

BRUTONS, Ltd.—Rover 14 1940 black sports saloon, excellent condition, well shod, taxed; £385.—15-14, Coten Mews, Emperors Gate, S.W.7. Fremantle 0342. (C1026)

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1938, dark blue with interior leather to match, reasonably moderate total mileage and in good condition generally two previous owners only; £295.

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1947, a very proud specimen indeed, excellent coachwork and interior leather showing hardly any signs of appreciable wear, just as good in the mechanical sense too and fitted excellent radio and heater; £595.

CAMDEN MOTORS The Rover Specialists, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1939 Rover 16 sportsman's 4-light saloon, black, factory reconditioned engine, 4 nearly new tyres; £290.—P. B. Cravshaw, White Cottage, Weston, Nr. Hitchin Herts. Tel. Weston 95. (C4006)

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75, black, 1,200 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

GUY SALMON AUTOMOBILES offer:—

1948 Rover 60 saloon, black/red leather, one owner, excellent condition; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1953 Rover 75 saloon, 4,400 miles.—Weybridge 600. (C4023)

1948 Rover 60 sal., grey/grey, heater, ex. cond., 20,025 miles; £475.

1942 Rover 75 sports sal. grey/grey, heater, 12,400 miles only; £375.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3359. (C4029)

1949 Rover P.3 75 saloon, black, grey leather, fitted radio, heater, new engine, 1951; price £695.—Speedwell 1196.

1952 Rover 75 saloon, one owner, black/red leather, heater, £1,135.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. (C3030)

1953 (February) Rover 75 saloon, black with grey leather, fitted seat covers, as new throughout; £1,295.—Robbins, East Putney, Tel. 4581. (C3010)

ROVER P.3 1950 15,000 miles, blue, excellent specimen; £895.—Carr Bros., The Soho Garage, 21, Soho Sq., W.1. Ger 1262. (C1041)

1950 (Nov.) Rover P.3 75 saloon, black with red leather, 17,000 miles only; £1,050.—Stratstone Ltd., 40, Berkeley St., W.1 Mayfair 4404. (C4022)

1950 Rover P.3, exceptionally nice condition throughout; £875.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rug. 2874-5. (C1016)

1951—52 Rover 75 saloon, immaculate condition, 17,000 mile; £975.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. (C1016)

1952 Rover 75 and many other Rovers will be sold by auction at Alexandra Palace on Thursday, October 1, at 12.30 p.m., by Southern Counties Car Auctions, Ltd. (1905)

CAMDEN MOTORS for Rovers.—75 saloon, January 1949, quite immaculate appearance and of definite low mileage, fitted heater, etc. and quite one of the best of this series we have handled; £795.

CAMDEN MOTORS for Rovers.—Also two P.4 Rover 75's, one 1950 and one 1951 model.

CAMDEN MOTORS The Rover Specialists, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

£625—1940 Rover 60 saloon de luxe, in black with red leather interior, built-in heater, Wind-tunes, etc., excellent condition with reasonably moderate mileage, unsurpassable value.

CAMDEN MOTORS The Rover Specialists, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

1951 June Rover P.4 saloon, black, red leather, radio, heater, 17,000 miles, one owner, faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

1953 Rover 75 saloon, black with green leather, fitted radio, 5,296 miles only, one owner; this car is fitted with many extras, seat covers in uncut moquette, overlay carpets, Nu-waymate, fire extinguisher, badge bar, concealed ignition switch and Trico windshield washer.—Offers to George Box, Ltd., Aldame Rd., Dunsbury, Tel. 652 (3 lines). (C165)

LAND-ROVER

OFFERED BY:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. (C1111)

T. P. BREEN, Ltd.

1952 Land-Rover, excellent condition throughout, tyres as new; £455.

1951 Land-Rover in similar condition; £395.—High Rd., Whetstone, N.20. Hillside 2393. (C1072/R)

1951 Land-Rover, 24,000 miles, one owner, many extras, roadwork only outstanding condition; £595.—Harvey Hudson, Ltd., South Woodford, E.18. Wanstead 0056. (C2038)

1952 Land-Rover, 15,000 miles, spare unused, heater, four new tyres, excellent condition; best offer over £400.—Joyce, Colkirk, Fakenham 2210, Norfolk. (C1686)

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 6056. (W2039)

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

HENLYS House 385, Euston Rd., N.W.1. (Euston 4444)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTEAMPTON (Northampton 9071).

CAMBERLEY (Camberley 77).

CHOUNSLOW (Hounslow 3454).

FITCHLEY (Fitchley 0981).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (10029/R)

BEARDS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 10080/R

£395—1959 Rover 10 sunshine saloon, outstanding example, very fast, attractive, interior unp worn, good tyres.—Below.

1948-9 Rover 75 sports saloon, superb example of this famous Marquee, genuine Rover chassis; exchanged; £755; 3 months' guarantee; hire purchase; £425.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

Rover Miscellaneous Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane W.1. Grosvenor 3454. (0971/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (C4024/R)

REALLY good second-hand Rover required.—Cobb, 30, Harley House, N.W.1. (W1086)

CAB'S MOTOR MART require carefully used Rover.—5, Warren St., W.1. Euston 4110. (W1040)

FULL value paid for Rover or similar.—54, Stratheham Hill, S.W.2. Tulse Hill 2676. (W3016)

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (W7756)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. (0456/R)

Rover Spares and Service

EIGH PARK MOTORS, Ltd., Datchet, 5,ough Bucks, Rover distributors for spares and specialized services.—Tel. Datchet 54. (10047/R)

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tel. 1222. Main Rover dealers for Croydon. (0219/R)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. (0437/R)

BARKING—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking, Tel. Rippleway 1285. (10518/R)

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spare stock available.—Cheetham Hill Rd. Manchester, 8. Tel. Blackfriars 2302. (10555/R)

CAR MART, Ltd.

1951 Singer Roadster, 17,000 miles; £465.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1059)

BRADSTOCK MOTORS offer:—

£475—1950 Singer S.M.1500 saloon, black with beige, one owner, 21,000 miles, fitted heater, excellent condition throughout; terms, exchanges.—Chase Rd., Epsom. Tel. 633. (19020)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1939 Singer 9 4-seater, black; £185.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3056)

BROOKLANDS: Individuality, new and used cars.

1953 Singer 1500 saloon, 2,500 miles.

103 New Bold St., London, W.1. Mayfair 8351-6. (C1029)

B. J. HUNTER, Ltd. (the Singer Agents) offer:—

1951 Singer S.M. saloon, recent check-over, positively unmarked; £275.

1946 Singer 10hp saloon, excellent appearance, unrepeatable at £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

SINGER 1951 4AB roadster, new hood, extras, excellent condition; £475.—Malden 2100. (1965)

1951 Roadster, 17,000 miles, red, immaculate, owners new car arrived; £485.—Richmond 4067. (19452)

SINGER Le Mans 1935 9hp 2-seater sports saloon (2 twin cars); offers over £100.—Brier, 4, Lansdowne Avenue, Chertfield. (19416)

1951 Singer 9 roadster, 4AB, one owner, excellent throughout; £395.—Richards & Carr, 85, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

145 gms.—Singer 9, 1936 Bantam 4-door saloon, black, sliding head, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

79 gms.—Singer 9, 1937 model Bantam tourer, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4016)

1951 Singer 4AB, 11,000 miles, genuine, black, blue beige upholstery, 8,000 miles, equal to new; (two leather, unrepeatable; £445.—Jack Pomer Autos), 395, Hendon Way, N.W.3. Hendon 1423-4. (C3063)

£465—Singer SM1500 saloon, 1950, one owner, 23,000 miles, heater, radio, loglamp, three unwrapped Goodyear tyres.—38, Aylestone Drive, Leicester. Tel. 32466. (19272)

NAYLOR & ROOT—1952 Singer SM1500 saloon, blue beige upholstery, 8,000 miles, equal to new throughout; £645; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

LATE 1950 S.M.1500 saloon, first-class condition throughout, heater, one owner; £515, 5 months written guarantee; free after-sales service; deferred, exchanges.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. Three minutes trolley E. Finchley Tube. Finchley 0052-53; rink any time. (C3063)

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B. J. HUNTER, Ltd.

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

H. EDWARDS urgently require good Singer for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn, Tel. 48901-2. (16473)

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (0754/R)

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. (19005/R)

ALLEN OF BRISTOL—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkley Square, Bristol, Tel. 25514. (10219)

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080 Deansgate Manchester. Deansgate 4507. (0590/R)

SPORTS CARS

DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bread and butter" car (We hate 'em). But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 90 cars for the enthusiast from £25 to £500.

AND at our new branch, 5 minutes from Crystal Palace race track, at 185, Eimers End Rd., Beckenham, Tel. Beckenham 2521. Where we will stock a good range of cheaper thoroughbreds all under £200.

WE are open till 10 p.m. for inspection, 7 days per week.

HEAD office and main showrooms: 66, London Rd. H. Tooting, Tel. Mitcham 5951. (C4059)

CHARACTER CARS

ASTON MARTIN Mark II long-chassis 4-seater, £335; Alfa-Romeo 1934 blown 1750 saloon, £200; Alvis 1937 Speed 25 saloon, £245; 1934 Speed 20 tourer, £225; Sunbeam 1930 sportsman's saloon, £135; and others.

WELLESLEY Court Rd. (George St.), E. Croydon, Croydon 2/55. (C1044)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

MERCURY offer:—
£325—1938 10hp Ralston 3-seater d/h coupe in spotless condition.
£325—Really immaculate 1939/40 T.B. M.O. in 2-tone green, beige interior, full length tonneau upholstery, twin windstons, new tyres, taxed.
£295—1938 1½-litre H.R.O. 2-seater, Number 4 E.D. Meadows, full tonneau, 3-branch outside exhaust, twin spares, resprayed blue.
£265—1939 1.100cc Fiat foursome d/h coupe, re-conditioned motor, 40mpg, a very clean and lively car.
 TERMS and exchanges with pleasure.

MERCURY MOTORS Universe House, 524-6, Harrow Rd., West Harrow, Middx. Wembley 6558-9. (C9013)

PERFORMANCE CARS

WINDMILL GARAGE, Great West Rd., Brentford, Middx., Ealing 9841.
 ONLY 5 minutes from Northfields Tube Station, Piccadilly or District Underground.
 PICK your choice from the largest sports car show in Britain.

COMPARE all the different models over 100 cars plainly marked with year and price.
WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.
ALLARD 2½-litre 4-seater, ex-Jacobs, 1951, £795; Allard 2½-litre 2-seater, 1953, £695.
ALLARD 7½-litre drop head coupe, 1948, £425; A.C. 16/50 1950 4-seater, 1959 4-seater, £145; A.C. 16/70 4-seater, 1957, £275; A.C. 16/56 2-seater with dickey, 1936, £195.
ASTON 400 Somerset, 1953, £735; Alvis Speed 20 1955, £225.
ASTON MARTIN 2½-litre C type speed model, 1940, £495; 1½-litre Le Mans 2½-litre, 1935, £255.
ASTON MARTIN 1½-litre International 4-seater, 1950, £235; Aston 1259 4-seater, £145.
ALFA-ROMEO 17/50 Youngs coupe, 1929, £245; Bentley 3-litre 1950, £225.
BENTLEY 3½-litre D.P. 1951, engine, 1925, £345; Bentley 3½-litre Blue Label, 1926, £175; Bentley 4½-litre razor-edge, 1929, £395; Bentley 6½-litre d.h. foursome, 1929, £145.
COOPER Mark V 500 J.A.P., 1951, £345; Delage D.6 11 2½hp sports, 1935, £145.
HEALEY 16hp coupe, ex-Brock, 1951, £995; H.W.M. Alfa 2-litre comp. 2-seater, 1952, £625.
JAGUAR XK120 2-seater, 1951, £1,075; Jaguar XK120 2-seater sports, 1951, £1,145; Le Mans 2½-litre sports, 1937, £185; Le Mans 2½-litre 2-seater, 1948, £495.
LAGONDA 3½-litre V.D.P. 1951, £225; Lagonda 3½-litre d.h. foursome, 1952, £195.
LAGONDA 4½-litre sports, 1954, £195; Lagonda 16/90 2-seater roadster, 1935, £245.
LAGONDA 10hp 1951, 1954, £195; Lagonda 3½-litre coachbuilt utility, 1954, £125.
MORGAN Plus 4 2-seater roadster, 1952, £565; Morgan 4/4 10hp d.h. coupe, 1950, £295.
G.—See large section under M.O. column; also spares and service.
RILEY 2½-litre sports, 1951, £745; Riley 1½-litre Adelphi, 1936, £295.
RILEY 9 LYNX, 1953, £145; Riley 9 Imp 2-seater, 1936, £295.
ROLLS-ROYCE 20/25 Salmons cabriolet, 1953, £445; Rolls-Royce 20/25 close-coupled limousine, 1954, £465.
SINGER 9 4-seater roadster, 1937, £165; Singer 1½-litre Le Mans 2-seater, 1934, £225.
TALBOT 105 Youngs coupe, 1954, £145; Talbot 3½-litre sports, 1958, £375.
WOLSELEY 18/85 de luxe, 1940, £147, £375; Wolseley 12hp Hornet coupe, 1934, £165. (C9041)

B & G MOTORS offer:—

£165—Lagonda 2-litre 12.8hp open speed model low-chassis 4-seater, taxed, P100 headlamps, quick fillers, etc., just returned from trouble-free Continental tour.
£165—M.G. 8hp P.A.-type open sports 4-seater, beautifully finished in immaculate beige cellulose, excellent hood and screens.
£145—Riley 9 Gannock sports 2-seater, black, most attractive.
£125—Wolseley Hornet 12hp sports, 1951, just rebody, crank re-ground, new pistons, mains, big ends, valves, etc., resprayed grey; bargain for quick sale.
£120—Hillman 10 open sports 2-seater, just recellulosed in opalescent silver, new hood, goes like a bomb.
£95—Austin 750cc Diater-type 2-seater, green, outside exhaust, etc.
£80—Hillman 10 sports foursome drop head coupe, recellulosed.
£72—M.O. 8hp open sports 2-seater, black, a good run.
£69—Riley 9 open sports 4-seater, excellent hood, etc.
£26—Austin 7 sports 2-seater, taxed, good engine and tyres, hood, etc.
ANY others, terms—B. & G. Motors, Early Mews, M. Arlington Rd., Camden Town, N.W.1. Gulliver 5574. (C1019)

BERT MASON SPORTS CARS offer:—
£195—Jaguar 1½-litre saloon, quite immaculate and excellent mechanically.
£245—Alvis 20 drop head coupe 1938, probably the best example of this rare model available.
£125—Singer 9 sports saloon, refinished red and cream, beautiful little runner.
£135—Jaguar 2½-litre saloon, good condition, exceptional.
£185—Riley 12/4 Falcon saloon, just completely recellulosed and in really excellent mechanical order.
£245—Hudson 8 convertible coupe, immaculate, in maroon and chrome, new Vynide hood, radio and many extras, absolutely perfect mechanically having had a recent complete overhaul.
ANY others, always a selection of Jaguars; hire purchase on every vehicle, open till 10 p.m.
BERT MASON SPORTS CARS, 77, Crickfield Rd., Clapton, E.5. Amherst 1814. (C9386)

1947 Healey Duncan 2-seater, excellent mechanically, body shabby, £445.
1937 Ralston Fairmile drop head, very good condition, spare engine, £200—5, Edgar Rise, Peas Hill Rd., Nottingham. (C9305)

SPORTS CARS

ROWLAND SMITH'S for Sports Cars.
825gns.—Alvis 14, September 1950 special streamlined super sports 2-seater, red, ivory leather, tuned engine, small mileage, very carefully used, nearly new.
695gns.—Lea-Francis 1949 14hp Mark V streamlined sports saloon, radio, excellent condition.
595gns.—M.G. Midget, 1951 T.D. 2-seater, red, one owner, exceptional condition.
495gns.—Rolls-Royce, 1953 Phantom II Barker 4-door sports saloon, Ace discs, excellent condition.
375gns.—Allard, 1948, Sports 4-seater, gunmetal, leather, concealed hood, recent reconditioned engine, excellent condition.
295gns.—Steyr, 1957 18/55 supercharged sports roadster, special streamlined body, cream, red wheels, concealed hood, independent front and rear suspension, excellent condition.
265gns.—special sports 2-seater, two spare wheels, excellent condition.
245gns.—Fraser Nash-B.M.W. 1957 model 2-litre convertible sports coupe, twin Bosch horns, very good condition.
185gns.—A.C. 1935 16/56 Greyhound sports saloon, radio, very good condition; taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C9018)

CHIPSTEAD MOTORS, Ltd., offer at sensible prices—

ALVIS Speed 25 1939 foursome drop head coupe, helmet wings, dual maroon, plastic hood, virtually as new.
ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch grey, maroon leather, specimen.
ALVIS 4.3 1939 d.h. foursome coupe, fitted radio, heater, black 5 new tyres, good condition.
ALVIS 1935 Speed 20 open tower, fitted with Marshall supercharger and completely renovated throughout, bills available for £550 in last 10 months, this car is really outstanding.
BENTLEY 4½-litre Barker Continental close-coupled foursome d/h coupe, history since new and all bills of work available, excellent chassis and a very pretty body.
BURTON, May, 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather roof, etc., specimen.
DELAGE D.6 70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, total rear box, engine being just reconditioned and this car has to be seen; ready shortly.
FIAT 500 1948 model, ohv engine, convertible, showroom condition, late 1937, excellent condition, new tyres, recellulosed.
LAGONDA L.O.45 1957 model pillarless sports saloon, immaculate condition; bills available for £241 overhaul, radio, Ace discs, humbers, etc.
LANCIA Aprilia, 1959, just painted metallic blue, radio, Andre Telecontrols, in really good condition; reasonable.
MERCEDES 1.8d 170V foursome d/h coupe (reconditioned 1943), repainted and in very nice order.
WE are desirous of purchasing good quality English Continental sports and touring cars.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fixman 0052 7255 7154. (C1046)

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUTIN 16 1950, £75; Austin 10, £95; Alvis Fire-Speed 20, £165; Bentley 3½-litre 1950, £295; Ford 8 1950, £95; 1958 Jaguar 3½-litre, £185; Lagonda 2½-litre 1950, £125; Morris Oxford, £55; Ralston coupe, £145; Riley 9, £75; Rolls-Royce utility, £145; Rolls-Royce limousine, £95; Salmons 12hp coupe, £125; Wolseley 12, £65.
IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.
WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx., Ealing 8842.
DELAGE 2-seater sports, 1935, a fast car in very reasonable condition; £95—Carr Bros., The Soho Garage, 21, Soho Square, W.1. Ger. 1262. (C1041)
M.G. TC sports, 1949, very smart appearance, in red, an outstanding specimen; £475—Carr Bros., The Soho Garage, 21, Soho Square, W.1. Ger. 1262. (C1041)
BUCKLER-FORD 10hp sports/racing car, exceptional weather equipment, delightful car for road or track; £465—W. A. Liddell, Fullerton Grange, Andover, Hants. (C1025)
APPROACHING fatherhood compels sale of Vauxhall foursome 1950, registered 1950, fitted Mercury engine (5,000 miles only), telecontrols, no hidden faults, genuine 20mpg, not a worn-out wreck but a reliable car which cost £800 to build, sacrifice at around £200; trial, photo willingly—71, Peterborough Ave., Cranham, Essex. Upminster 5196. (C9292)
JOHNSON & BROWN offer Lagonda LG45 1950, £2495; Ralston drop head coupe, £350; 1949 Allard drop head coupe, £425; Bugatti type 50 roadster, £650; Bentley 4½-litre rebuilt 4-seater, £295; Fiat Ballila sports 2-seater, £235; Riley 14hp saloon, 3 carburators, Scintilla magneto, £95; Lagonda LG45 drop head coupe, £425; 1956 Aston Martin Mark II short chassis 4-seater, £430—Ringers Rd., Bromley, Kent (20 minutes Victoria), Ravensbourne 6479 and 2522. (C9049)

CHILDREN CARS offer: Supercharged 1750 long chassis Alfa-Romeo Castagna d.h.c.; 1934 Alvis Firefly 2-seater, £135; 1½-litre Aston Martin Le Mans 2½-litre, £555; supercharged 750 Austin single-seater and trailer, £265; 5½-litre Bugatti sports saloon, £265; 5½-litre Bugatti 2½-litre, £215; 1½-litre G.P. Buell, £345; supercharged twin-cam 2½ Bugatti 2-seater, £650; Citroën Light 15 foursome, f.h.c., £295; 1956 2-litre B.M.W. d.h.c., £225; 4½, L.C. Invicta 2½-litre, £275; 1959 V12 Lagonda Rapide d.h.c., £895; K 2 M.O. 2-seater, £225; 1959 2-litre MG saloon, £295; Riley 12/4 Lynx, £295; Riley Imp, £295; terms, exchanges—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2660. (C1045)

Spor Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3 Ham 6041. (W4018-R)

Sports Cars Wanted

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middx. Ealing 8841; 107, New Cavendish St., Great Portland St. W.1. Museum 8221. (W5041)

Sports Cars Spares and Service
AUTOMENDERS, Ltd. are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496, 10753-R.

STANDARD 8

£300—1947 D.H. coupe Standard 8hp, new hood resprayed, 20,000 miles.—Leamington Spa 2322. (C9208)

1946 (Oct.) Standard 8 d/h coupe, black, good condition; £265.—Parker, "Hightrees", Colley Way, Reigate, Tel. 2875. (C9218)

1948 Standard 8 convertible, fully equipped, exceptionally economical; £299, 5 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C9252)

1946 7 Standard 8 drop head foursome, £325.—G.P. 12 (Balham), Ltd., 2c, Balham Hill, S.W.15 (100 yds Clapham South Tube), Bait. 1107-8-9. (C9204)

1946 Standard 8 2-door saloon, grey/blue leather, sunshine roof, one owner, good condition; £250—J. Fricker, Ltd Park 5077. (C9016)

£295—1947 Standard 8 d.h. foursome, grey, new works engine, tyres, hood good, air, purchase arranged; deposit £100.—Iford 3526 (evening). (C9554)

1946 Standard 8 de luxe saloon, low mileage; £275 hire purchase and part exchanges welcome.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C9203)

£295—Standard 8 saloon 1946-7, black with brown upholstery, or £39 deposit and 12 or 18 monthly payments.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gila 2490. (C9008)

1947 (April) Standard 8 saloon, grey, taxed December, almost new tyres, 27,000 miles, very excellent condition throughout £350.—South Western Garage, New Malden, Tel. Malden 1212. (C9184)

STANDARD 8 d-h coupe, 1946, recellulosed in grey with new burgundy hood giving the car a delightful appearance, very economical; £295—Carr Bros., The Soho Garage, 21, Soho Sq., W.1. Ger. 1262. (C1041)

ROY'S offer: 1939 Standard 8 saloon, excellent condition throughout; £225; h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C9505)

1946 Standard 8 drop head foursome, dark green, brown leather upholstery, excellent condition, very carefully used and in immaculate condition; guaranteed; £325.—Kings Motors, 1, High St., Hounslow Hou. 0175. (C9249)

STANDARD 9

1938 Standard 9 saloon; 1955; 3 months' guarantee, terms and exchanges; £169 Priory Rd., Hornsey, Moutview 5228 and 5774. (C9054)

1938 Standard Flying 9, sunshine roof, good condition; £190 o.n.o.—Strank, 19, Upper Grosvenor, Turnbridge Wells. (C9281)

STANDARD 12

£195—1939 Standard 12 saloon, clean car, terms.—Autospins, 5, Balham High Rd., Balham 1509. (C1019)

STANDARD 12 1936 de luxe, rebody, crankshaft re-ground, brakes relined, new carb.; £140.—8, Alfred St., Bow, E.5. (C9427)

£399—1947-8 Standard Super 12 saloon, mechanically excellent, good coachwork and tyres.—Bew. (C9204)

£299—1939 Standard Super 12 saloon, fully maintained, lavishly equipped; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C9252)

TANKARD & SMITH, Ltd.—1946 Standard 12 saloon de luxe, finished in black with brown leather upholstery; £345.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. (C94025)

£275—1959 Standard Super 12 de luxe saloon, grey, post-war look, clean condition, taxed, £190 down.—Bray Motors, 180-194, West End Lane, N.W.6. Hampstead 6490. (C1024)

NAYLOR & ROOT—1946 Standard 12 saloon, black, blue hide upholstery, crankshaft re-ground throughout; £375; written guarantee—25, East Hill, Clapham Junction, S.W.11. Bait. 2252. (C9302)

ROY'S offer a beautiful 1946 Standard 12 saloon, black, red leather, original; £305; h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C9503)

Standard 12 Cars Wanted

PRIVATELY owned Standard 12 or 14—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)

STANDARD 14

SCOTT CARS offer:—
1947 (November) Standard 14 drop head radio, heater, new engine, immaculate; £395.
SCOTT CARS, 347, Finchley Rd., London, N.W.5. Hamstead 2100-9676. (C94016)

1948 Standard 14 foursome coupe, magnificent, guaranteed; £265; payments—Vaughan, 17, Astwood Mews, S.W.7. Fro 1519. (C94054)

1939 Standard 14 de luxe saloon, black, red leather upholstery, taxed for year; £210.—Seymour & Clemmish, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C9409)

1947 saloon, sun roof, grey/blue, above average condition generally; £390.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0111. (C9401)

NOVEMBER, 1946, Standard 14 saloon, paintwork, tyres, interior and mechanical condition excellent; £375.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey, Wallington 6677-8. (C9596)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

- DICKS.**
1951 Standard Vanguard saloon, one owner, chauffeur maintained, 595. [C1072]
DICKS CAR SALES, Ltd. 595-401, High Rd., Kilburn, Maida Vale 6989-9. [C1072]
A CRES offer:
1952 Standard Vanguard saloon, black, red leather, 14,000 miles only, £665.
A CRES AUTOS, Ltd. 156/158, Streatham Hill, London, S.W.2. Tel. 1909. [C1002A]
CAR MART, Ltd.
1953 Standard Vanguard Phase I saloon, radio, heater, 7,000 miles, £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1035]
SCOTT CAR offer:
1949 Vanguard, immaculate; £455
SCOTT CARS, 347, Finchley Rd., London, N.W.5. Hamstead 2100/8676 [C4016]
B J. HUNTER, Ltd., offer:
1951 52 Vanguard saloon, one owner, remarkable order throughout; £625.
B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
MONTROE MOTORS offer:
1949 Standard Vanguard saloon; £455.
MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2. [C4016]
SAUL & SLATTER, Ltd., offer:
1952 Vanguard, comet blue, fitted with heater, whole car immaculate; £675.
44-46 Alderman's Hill, N.13. Palmers Green 3631-23. [C4002]
CHARLES RICKARDS, Ltd., offer:
1951 (Nov.) Standard Vanguard, finished comet blue with red leather, 16,000 miles, taxed year, in exceptional condition throughout; £595. Also a good selection of genuine low mileage cars. A offered with our 3 months' guarantee.
56 Baywater Rd., W.2 (next door Lancaster Gate Tube Station, 5 minutes from Marble Arch). Pad. 1620. [C3050]
GUY SALMON AUTOMOBILES offer:
1953 Standard Vanguard saloon, leather upholstery and heater, 250 miles only, as a new car at a substantial saving.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-5. [C4001]
BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:
1953 P.11 Standard Vanguard, two-tone, grey/blue, red upholstery, 5,000 miles; £800.
1953 P.11 Standard Vanguard, radio, heater, loose covers, grey, many extras, 4,000 miles; £825.
1952 P.1 Standard Vanguard, black, red vinylite, heater; £665.
BERKELEY SQUARE, Gro. 4343. [C3919]
1950 Vanguard, one owner, blue with beige, radio and heater.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2264. [C1070]
VANGUARD, September, 1949, immaculate condition, heater, new tyres; £450.—Tel. Royal 1212. [C1919]
1950 Vanguard saloon; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]
1953 Phase I, 3,000 miles, as new; £725.—Mansfield Autos, Ltd., Euston 2587. [C3001]
1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.
ARLINGTON MOTOR CO., Ltd., High Rd., Waltham Cross, Herts., Tel. Waltham Cross 2760. [C2774]
1953 Standard Vanguard saloon, Phase II overdrive, radio and heater, 5,000 miles; £895.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4066]
1950 Vanguard, black, small mileage, absolutely as new; £585; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutney 2528 and 5774. [C4054]
VANGUARD saloon de luxe, leather, many extras, small mileage; £465; 3 months' guarantee; hire purchase, exchanges.
L. AMBRO, Finchley Showrooms, 421-423, High Rd., L. Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]
1952 Vanguard saloon; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]
1951 Vanguard one owner, heater, any trial; absolute bargain, £500!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011]
1951 Standard Vanguard saloon, grey; £515.—6, F. Rodmarton Mews, Dorset St., W.1. Welbeck 9611. [C2066]
1953 Vanguard Phase II, 500 miles, fitted heater; £795.—Pantiles Service Garage, London Rd., Guildford 5526. [C3035]
1949 Standard Vanguard fitted Tickford roll-top conversion, grey, red leather, heater, radio, 24,000 miles. Tel. 4281. [C5010]
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]
1952 Vanguard saloon, grey saloon, with red vinylite, fitted with interior heater, 600 miles, almost as new; £725.—Below
1949 (November) Vanguard saloon, black with red interior, superb condition throughout; £425.—Robbins, East Putney. [C1066]
1951 (November) Standard Vanguard saloon, leather and heater, low mileage; £565.—8, F. Erskine & Sons, Ltd., Tel. Woking 530. [C2051]
1953 Phase II Vanguard, 550 miles; £795.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1353 or 1709. [C1086]
1951 (October) Vanguard, low mileage 28mpg, heater and overdrive; £590.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

STANDARD VANGUARD

- 1951** (December) Vanguard, leather upholstery, heater, 14,500, taxed, perfect condition; £595.—Thornton Heath 1075. [C227]
1951 (Nov.) 1950 Vanguard, heater, 33,000, maroon, hire purchase arranged; deposit £165.—Further details Mord 0326 (evenings). [C957]
1952 Standard Vanguard, grey with red leather interior, low mileage, heater, perfect condition; £675.—Chaler, 25, Barrow Rd., Cambridge. 54609. [C2925]
1951 Vanguard, black with red leather, one owner, taxed December, 1953, first-class condition throughout; £575.—Miles Motors, 60, High St., Uxbridge. Tel. 125/2967. [C5070]
1951 Standard Vanguard and many other Standards will be sold by auction at Alexandra Palace on Thursday, October 1, at 12.30 p.m., by Southern Counties Car Auctions, Ltd. [C907]
1949 Standard Vanguard saloon, grey/blue, taxed year, immaculate condition; £475.—Rose Orchard House, Eastbourne Rd., Godstone. Tel. Godstone 295. [C1078]
1952 (February) Standard Vanguard saloon, colour grey, one owner, mileage 21,000, very carefully used; £595.—Dixon's Garage, 154, West Hill Putney, S.W.15. Putney 0396. [C1078]
CAMDEN MOTORS for Standard Vanguard—1949 saloon in black, full de luxe model with leather upholstery, a very nice example, guaranteed in writing and recommended at £445.
CAMDEN MOTORS for Standard Vanguard—Leigh-on Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]
1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £595.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3063]
1951 (November) Standard Vanguard saloon, black, radio, heater, leather, Ace Rimmelton, immaculate throughout; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1078]
1949 Standard Vanguard 1949, with 1953 engine and front, leather upholstery, loose covers, radio, heater; in very exceptional condition throughout.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Marlair 621-2. [C3040]
1947—Estate car, 1949 (Nov.), champagne with rust upholstery, heater and air conditioning, single owner-driven over 29,000 miles, excellent condition; A.A. examination welcomed; no dealers.—Tel. Croydon 2869. [C4001]
525ms.—Standard Vanguard, October 1951 saloon, gunmetal, maroon, leather, heater, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith (Hamstead Tube); Hamstead 6041. [C4018]
1952 (July) Vanguard, black, 5,000 miles, H.M.V. radio, loose covers, spot lamp, taxed December, spare unused, this car is in superb condition; might accept a car in part exchange.—Apply King, Flat 81, 6, Hall Rd., N.W.8. Gun. 0367. [C107]
PRIDE & CLARKE, Ltd.—1950 Standard Vanguard saloon, grey, red leather, low mileage, one owner, £499; 1949, black/brown leather, heater, loose covers, £449; 3 months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]
1950 Vanguard saloon, 11,000 miles, grey, one owner, £545; 3 months' written guarantee, free after-sales service; deferred, exchanges.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. Three minutes trolley E. Finchley Tube, Finchley 0052-53, ring any time. [C4065]
Standard Vanguard Cars Wanted
R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hamstead (Tube), N.W.3. Ham. 6041. [C4018/R]
W HRY accept less for your Standard Vanguard estate car when red leather low mileage, one owner, £499; 1949, black/brown leather, heater, loose covers, £449; 3 months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]
1950 Vanguard saloon, 11,000 miles, grey, one owner, £545; 3 months' written guarantee, free after-sales service; deferred, exchanges.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. Three minutes trolley E. Finchley Tube, Finchley 0052-53, ring any time. [C4065]
C. A. PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Standard Vanguard.—May 3051. [C3043]
STANDARD MISCELLANEOUS
1948 Standard 14 saloon, also 1959 standard 12 saloon, both cars, immaculate.—Autocars, Ltd., Winchester. Tel. Winchester 4834. [C1010]
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexley Heath and Farnhamham. [C0026/R]
Standard Miscellaneous Cars Wanted
C M THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5454. [C073/R]
R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard.—Hamstead (Tube), N.W.3. Ham. 6041. [C4018/R]
1948 Standard 12 or 14 post-war saloon wanted.—Osborne Dunkerley Rectory, Bath. [C2449]
MARSTON MOTOR CO., Ltd., for your Standard.—N.15 Tel. 816 8000.—Seven Sisters Rd., Tottenham. [C1011/R]
Standard Spares and Service
S & T STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models, manufacturers' stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 5114 (10 lines). [C1066/R]
KJ MOTORS, Ltd., for spares, reconditioned units, Girling agents.—Bromley, Kent. Rav. 5456. [C067/R]
STANDARD Spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 294. [C301/R]
BARKER'S MOTORS (LONDON), Ltd., Tel. Balham 6661 for Standard spares, sales and service.—209, Balham Rd., S.W.17. [C0522]

STANDARD Spares and Service

- STANDARD** and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath, Tel. 1668-7. [C0847]
STANDARD spares all models from 1955; replacement units; complete overhauls; recollaring.—Pullocks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. [C1594]
STANDARD spares all models from 1954 by return of post; genuine factory replacement engines 1858 onwards; quote commission number when ordering.
WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. [C0675/R]
MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [C4752]
STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [C058/R]
LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, phone, write or call; orders dispatched immediately.—30-43, Eton St., Kingston, Kin. 3151-4. [C098/R]
HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908.9. [C002/R]
STUDEBAKER
SIMPSON'S offer:
1952 Studebaker Champion, all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8661/3003. [C4015]
1948 Studebaker Commander, overdrive, radio and heater, leather interior, colour light blue, right-hand drive, leather interior; £725.—Plumpton 407. [C9396]
1949 Studebaker Champion convertible, radio, heater, power-operated hood, excellent condition; beautiful condition; £885.—Taylor & Crawley, 33, Grosvenor Cres. Mews, Hyde Park Corner, S.W.1. Slo. 5213. [C4036]
SUNBEAM
COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.6. Tel. 4505. [C0315/R]
SUNBEAM A line, as brand new, red with cream upholstery, fitted heater, special reason for sale, best offer under list price accepted.—Moile, Greyhound Lane, Stourbridge 57824. [C1897]
Sunbeam Spares and Service
CROWN wheels and pinions for every model of Sunbeam.—Barlow & Childs, Ltd., Pendleton, Manchester, 6. [C952]
SUNBEAM-TALBOT
BRADSTOCK MOTORS offer:
1951 Sunbeam-Talbot 90 saloon, Mark II, black, red leather, one owner, fitted H.M.V. radio, heater, mirror, close, excellent condition throughout; terms, exchanges.—Chase Rd., Epsom, Tel. Epsom 633. [C4001]
OVERSEAS CARS, Ltd., offer:
1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £690.—Tel. Malden 68470.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051]
METROPOLITAN MOTORS offer:
1951 series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new and in excellent condition; £820.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 564. [C4070]
WARWICK WRIGHT, Ltd., offer:
1953 (series) Sunbeam-Talbot 90 Mark IIa saloon, radio and heater, sun grey, 11,000 miles; £1,050.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel. 7671. [C4045]
GUY SALMON AUTOMOBILES offer:
1953 Sunbeam-Talbot 90 drop head coupe, 3,000 miles from new, radio, heater, seat covers, quite as new; £1,095.
1951 Sunbeam-Talbot 90 saloon, blue/beige leather, 21,000 miles, immaculate condition; £795.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]
HENDON CENTRAL GARAGE, Ltd., offer:
1951 series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new, 16,000 miles and in immaculate condition; £820.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034]
AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,
ROOTE Group Dealers offer:
1949 Sunbeam-Talbot 90 saloon, metallic grey, loose covers; £525.
MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008/R]
SUNBEAM-TALBOT 90, grey, 1950, radio, covers, excellent condition, running order; £625.—Tel. Malden 6189. [C1918]
1939 Sunbeam-Talbot 10 saloon, guaranteed; £285; payments Oldfield, 396, Kensington High St., W.14. Wes. 6631. [C3029]
SUNBEAM-TALBOT 90 l.h.d. saloon, 1949, grey, grey leather, radio; £565.—Modern Service (Wimbledon), Ltd., Wimbledon 5155. [C3010]
1951 Sunbeam-Talbot drop head, one owner, 21,000 miles; £725.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey, Tel. 2232-3. [C1063]
GUY ALFREDS & Co., Ltd.—1952 Sunbeam-Talbot 90, drop head fourseams, small mileage, above average—6-7, Warren St., W.1. Euston 3268. [C1006]
1948 Sunbeam-Talbot 10, black, immaculate, enthusiasts maintained, new engine, 5 new tyres, twin Lucas spotlights, radio; £575.—Tel. Nottingham 89967. [C1934]
1952 Sunbeam-Talbot 90 drop head fourseams, 17,000 miles, one owner, loose covers, heater, windscreen washers, overriders; taxed December.—Tel. Sloane 4709. [C9597]
1939 Sunbeam-Talbot 10hp saloon de luxe, one owner; £345; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1953 Sunbeam-Talbot 90 saloon, green with beige leather, heater, 5,000 miles, as new; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022]

1948 Sunbeam-Talbot 10hp sun saloon, black, one owner, 29,000 miles, £450.—Kentish & Thomson, Ltd., 564-6, Wickham Rd., Shirley, Croydon. Springfield 5477. [C2047]

1939 Sunbeam-Talbot 4-seater d.h. really excellent condition; £289.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 rds Clapham South Tube.) Batt. 1107-S-9. [C2024]

1950 Sunbeam-Talbot 80 saloon, taxed and insured to end of year, beautiful condition; privately owned; £595.—Tel. Chiswick 0162, or Box 38520. [C3981]

1951 Sunbeam-Talbot 90 saloon, in immaculate green, radio and heater, any examination or trial; £675.—Jack Rose Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [C3056]

CAMDEN MOTORS for Sunbeam-Talbots.—2-litre 14hp sports saloon, 1948, maroon with grey upholstery, sound mechanically and well shod, a lively likeable car with refined performance, opportunity at only £475.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1948, genuine one-owner car, reasonably moderate mileage, original cellulose beginning to show signs of slight fading here and there, unrepeatable value; £495.

CAMDEN MOTORS for Sunbeam-Talbots.—Also three 1939 10-horse power models, one fourer, two saloons from £295.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1949 model (and registered), immaculate metallic finish with real leather upholstery, a beautiful specimen in first-class order; £595.

CAMDEN MOTORS for Sunbeam-Talbots.—Also a late 1950 drop head and two 1951 models, one saloon and one drop head, both big engine models from £695.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

SUNBEAM-TALBOT '51/2 90 sports saloon, 15,000 miles, beautiful appearance in blue with beige leather upholstery, heater, unblemished throughout; £795.—Car Bros Garages, Ltd., High St., Purley Surrey. Uplands 4812. [C1041]

1950 (May) Sunbeam-Talbot 90 saloon, bronze, with red leather, one owner, fitted H.M.V. radio, guaranteed 26,000 miles, perfect; £650.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Christchurch, Hants. Tel. 1681. [C8970]

1952 (March) Sunbeam-Talbot 90 Mark II saloon, a beautifully kept low-mileage one-owner car; grey with grey leather, radio, heater, sliding head, screen washer and fog lamp, thoroughly recommended with written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

PRIVATELY owned genuine Speed 20 Sunbeam 4-seater sportsman's pillarless C.B. saloon, 1934, thoroughly reconditioned engine this month, perfectly maintained, original beautiful Sunbeam finish, a really fast, most economical, thoroughly reliable pedigree motor car, with low sweep tail, large outside boot, and most modern sports appearance, 300 miles trial, also photo to genuine enquiry, honest car, honest bargain, £170 o.n.o.; this car will never wear out, definitely no corrosion and all aluminium body, pearl grey and black—18, Clarence Rd., Manchester 21. Christchurch 1298. [C9220]

Sunbeam-Talbot Cars Wanted

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd. N.W.1. Euston 1212. [C0516/R]

ROOIES.

DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Buckfords 6677).

MAIDSTONE—(Maidstone 3535).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOIES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C0111/R]

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube) N.W.5. Ham. 6041. [C4018/R]

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1441]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [C0089/R]

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd. the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [C1045/R]

TALBOT

1938 3-litre Talbot, in green with blue leather upholstery, a smart motor with an excellent performance; £195.—Hindhead Motor Works Hindhead, Surrey. Tel. Hindhead 665. [C2061]

ROYS offer—1936 Talbot 3-litre 7-passenger limousine good, £65 deposit; H.P. and exchanges.—Roys Automobiles, Ltd., 127 Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059]

TALBOT

125 gns.—Talbot, 1937 21hp 105 sports saloon, black, sliding head, grey leather, taxed, terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1934 series Talbot 65, one owner from new, genuine 62,000 miles only, engine and gear box just overhauled, original paintwork, all in outstanding condition; £125.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5670. [C1014]

Talbot Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube) N.W.5. Ham. 6041. [C4018/R]

PRESELECTION gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [C0762]

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.13. Vandyke 1612. [C0896/R]

LARGE stocks new and second-hand Talbot spares, accessories.—Clare's Motor Works, 260, Knights Hill, London. E.E.27. Gipsy Hill 0132. [C0864/R]

TRIUMPH

ACRES offer:—

1951 model Triumph Renown, radio and heater, low mileage one owner; £675.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2212. [C1002]

CAR MART, Ltd.

1950 Triumph Mayflower saloon, 5,000 miles; £325.—Car Mart, Ltd., 320, Euston Rd. N.W.1. Euston 1212. [C1039]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1947 Triumph 1800 razor-edge saloon, in very original condition throughout, good mechanical order, nearly new tyres, 489gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

PHILIP RICKARDS, Ltd., offer:—

1953 Triumph Renown, 300 miles only, black, part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

MESES & MESES, Ltd. (est. 1895), offer:—

1951 Triumph Mayflower saloon, Comet blue, upholstery to match, loose seat covers, moderate mileage, one owner, taxed, practically a new car; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C3012]

1952 Mayflower, heater, Comet blue, 7,000 miles.—Below.

1951 (July) Renown, one owner, green; £650.—Halls (Pinchley), Ltd., Odion Parade, North Finchley, London, N.12. Tel. Hillside 1044. [C371]

£555—1949 Triumph 2000 Roadster, immaculate, green with red leather.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 3766. [C1070]

2000 Triumph Roadster, 18,000 miles, showroom condition, 560gns.—Tel. Liphook 3204. [C1914]

1951 (July) Triumph Renown saloon, 10,000 miles, one owner; £675.—Westridge 600. [C3425]

1953 Triumph Mayflower saloon, Comet blue, leather and heater; 2,000 miles only; unmarked throughout; £645.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead. [C4055]

£600—Mayflower, April, 1953, genuine 6,000, virtually brand new.—Royston Motor Co., Ltd., Herts. Tel. 248. [C1919]

1939 model Dolomite saloon, good condition; terms, exchanges.—Victoria Motors Victoria Ave., Southend 2510. [C1992]

1948 Triumph razor-edge saloon, fitted with radio, loose covers, spotlight, heater, etc., very smart car; £425.—Tel. Est 4635. [C9322]

GUY ALFRED & Co. offer 1950 (September) Triumph Renown saloon, radio, heater, 22,000 miles; £625.—6-7, Warren St., W.1. Euston 3266. [C1006]

645 gns.—Triumph Renown, 1951 saloon, gunmetal, grey leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith.—Below.

425 gns.—Triumph 1800, late 1946 razor-edge saloon, black, fawn leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£185 60s.—Triumph Dolomite 1½-litre saloon, new back axle, starter, water pump, etc. 1958 but modern lines.—76, Hook Lane, Welles, Kent. [C9215]

1953 (April) Triumph Mayflower saloon, one owner, Comet blue, as brand new; £595.—Bells Service Garages, 144 London Rd. Kingston-on-Thames. Kingston 1185. [C1016]

1952 (May) Triumph Renown metallic grey saloon, fitted with overdrive, radio, heater and loose covers, taxed for year, mileage 16,400; price £800.—Tel. Stratford-on-Avon 2911. [C1920]

TRIUMPH Mayflower, Comet blue, leather upholstery, four months old, mileage 5,200, in perfect and as new condition. £630.—Barlow, Duffell Cottage, Harbridge, Nr. Ringwood, Tel. Fordingbridge 3226. [C9414]

JACK ROSE, Ltd., offer 1949 Triumph 2000 saloon in grey, heater, loose covers almost unmarked; accept £55.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

ROSE & YOUNG, Ltd., offer: 1948 Triumph 1800 Roadster, immaculate condition, black; £485.—65-69, Stenbol, Ave., Streatham Hill S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C9257]

£295—1939 Triumph 1½-litre black and chrome sports saloon, clean condition, smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

TRIUMPH

1950 Triumph Renown, one owner, low mileage, in genuinely exceptional condition throughout; part exchange preferred, with cash either way, or £695.—O. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

CAMDEN MOTORS for Triumphs.—1800 Roadster, C very late 1946, the condition of this car can be summed up in one word—"immaculate"; it is quite the best 1800 Roadster we have ever seen, metallic finish is unblemished, mechanically just as good as it appears, radio, heater, passlights; £475.

CAMDEN MOTORS for Triumphs.—2000 Roadster, 1949, in pastel green, another beautiful specimen sparingly used and in first-class order; £565.

CAMDEN MOTORS for Triumphs.—Mayflower saloon, 1953, just 14 weeks old, 4,000 miles and equal to new in every respect, choice of two, one Comet blue and one grey; from £655.

CAMDEN MOTORS for Triumphs, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Triumph Cars Wanted

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd. N.W.1. Euston 1212. [C0516/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube) N.W.5. Ham. 6041. [C4018/R]

TRIUMPH Dolomite 14.65 Roadster required; full details please—Box 9714. [C0762]

FULL value paid for Triumph or similar—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C3016]

MARKSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 8900.—Seven Sisters Rd., Tottenham N.15. [C1018/R]

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 3051. [C0644]

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object; details please to—200 Great Portland St., London, W.1. Tel. Langham 0012. [C0203]

Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' latest stockists in Britain of spares and service exchange.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maids Vale 9114 (10 lines). [C0997/R]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [C0415/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobiles, Ltd., Stockport (Tel. 4464); and Prince's Drive, Colveston Bay (Tel. 3322). [C0555/R]

UTILITY CARS

JACK STONE & SON offer:

1948 Bradford 5-seater utility; 1947 Bedford 5-seater; 1937 Buick 7-seater; 1950 Hillman 5-seater; coachbuilt wooden utility bodies to your own specifications; £155, order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021]

1952 Fordson 10 estate car, beige, one owner, 4,000 miles; £535.

GEE CAR, Ltd., 60-62, Queensdown Rd., N.W.8. Mac. 3565. [C1918]

CASS'S MOTOR MART—1952 Vanguard Estate car, cost £1150, £765.

1948 Fordson Utelease; £415; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040]

!! Chippstead Motors, Ltd.—See our advertisement under "Sports Cars". [C1046]

1948 Bradford de luxe Utility, completely reconditioned, in first-class condition; £295.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C3053]

1941 Ford V 8 22hp utility, bargain; £195.—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011]

1951 A70 brake, genuine 22,000 miles, one owner; £596.—M. E. Motors, Berkhamsted, Herts. Tel. 825. [C9217]

1950 Bradford utility, colour blue, £500; also 1948 de luxe, £200.—Buntings Motor Exchange, Harrow, Tel. 6225-6. [C0611]

1952 Vanguard estate car, one owner, 20,000 miles, genuine radio and heater; £699; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd. (Hornes) Mountview 5228 and 5774. [C4054]

BRADFORD utilities for sale served by us, main agents since 1922.—Buntings Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6225-6. [C0611/R]

GUY ALFRED & Co., Ltd.—1953 Bedford Dormobile 5-seater, 200 miles only.—6-7, Warren St., W.1. Euston 3266. [C1006]

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility; £1,595.

1948 Chevrolet de luxe estate car, £5,200 new, one private owner; £395.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sln. 5213. [C4056]

1953 Bedford Dormobile, 5,000 miles; £699.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3548. [C1027]

1952 Austin A40 Countryman, 10,000 miles; £645.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3548. [C1027]

1944 10hp Hillman, reconditioned and guaranteed; £350; £250, 1944 Humber 15hp; £250; part exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C0922]

1950 Hillman 10 Estate car, perfect condition, 20,000 miles, guaranteed; £565.—Cox's Motors (Leicester) Ltd. 11-15, Conduit St., Leicester 60519. [C1059]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

STANDARD Vanguard estate car, 2- and 4-door models, immediate delivery, £844 and £928; terms, exchanges.—Mason Bros., 151, Fitzwilliam St., Sheffield S7 4AA, 24468.

1952 model A70 estate car, radio and heater, 15,000 miles only, bench seat in rear spacious luggage department; £650.—Hindhead Motor Works, Hindhead, Surrey, Tel. Hindhead 663. (C2061)

ROY'S offers: 1958 Minx wooden modern utility, 4 seats, new engine, taxed; £165; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C3059)

HUMBER Snipe Imperial shooting brake, 1958, 27hp, 6-seater, good mechanical condition, tyres 7.50 x 16 (2 spares), new brakes, body immaculate, roof rack, very large car not ex-W.D. owner going abroad; £360; view Salisbury.—Tel. Cholderton 274. (C1921)

1949 Jowett Bradford de Luxe utility, beige, faultless condition, looks like new, recent overhaul, any inspection invited, 3 months' guarantee; £250. Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandike 1166. (C4054)

MORRIS 10 '47 utility, large windows, two folding seats, 11,000 miles, 4 tyres, battery almost new, beautifully maintained, in exceptional condition throughout; £270 o.n.o., or exchange A40, Commer van, post 1946.—D. Shepherd, Frimley Hall, Camberley, Surrey. (C1960)

Utility Cars Wanted

ROWLAND SMITH & Co. the Car Buyers—Highest cash prices for Utilities.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

WHY accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Road, N.W.2, Gladstone 2234. (W2008)

VAUXHALL 10

1946 Vauxhall 10 saloon, £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 3456. (C1077)

1946 Vauxhall 10, black saloon, very well cared for; £395.—Chepstow Garages, Ltd., Bayswater 2949. (C1042)

1946 (Nov.) Vauxhall 10 saloon, black with brown interior, new engine, outstanding condition; £425.—Robbins, East Putney, Tel. 4581. (C3010)

Vauxhall 10 Cars Wanted

REALLY good second-hand Vauxhall 10 required.—Cobb, 30, Harley House, N.W.1. (W1066)

PRIVATELY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey, Tel. Hill 2768. (W2057)

VAUXHALL 12

1948 Vauxhall 12, one owner, blue, taxed, excellent condition; £435; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hoxney, Mounview 5228 and 5774. (C4054)

1947 Vauxhall 12 saloon; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 3456. (C1077)

1947 Vauxhall 12 saloon, perfect, guaranteed; £360; payments.—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1319. (C4038)

1939 Vauxhall 12, in really superb condition; £265. Kirkdale Cars, 319a, Kirkdale, Sydenham, Sydenham 6129. (1955)

£265—1939 Vauxhall 12 4-door de luxe, bargain. G.P. (Baltham), Ltd., 2c, Baltham Hill, 6-W.12 (100yds Clapham South Tube). Tel. 1107-9-9. (C2024)

1948 Vauxhall 12 saloon, beautiful condition, engine just overhauled, one owner, any examination; £385!—A.Z. Motors, Palmerston Rd., N.W.6, Mai. 4723. (C1011)

VAUXHALL 14

1947 (March) Vauxhall 14 de luxe saloon, black, brown, hide, radio; £355.

GEE CARs, Ltd., 60, 62, Queenstown Rd., S.W.8, Mac. 5565. (1951)

1946 Vauxhall 14 saloon, J1 type, one owner, low mileage; £395.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.). (1959)

1938 Vauxhall 14 saloon, magnificent, guaranteed; £415; payments.—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1319. (C4038)

1947 Vauxhall 14 saloon, exceptional condition; £495.—Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1010)

J-TYPE body in excellent condition, for immediate disposal. Particulars from Triaxon Aerodrome Rd., Watford Way, Hendon, N.W.4, Hendon 7605-6. (1916)

1937/8 DX Tickford fourseater, reconditioned front suspension, brakes, carburettor; good appearance; £185.—Bray, Palace Estate, Thames Ditton. (1930)

1939 Vauxhall 14 J type 4-door saloon, black, brown leather, recent overhaul, guaranteed; £325.—Kings Motors, 1, High St., Hounslow, Hou. 0175. (C2049)

1946 Vauxhall 14 saloon, one owner, carefully maintained, fitted radio; £350.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11, Speedwell 8698 and 7008. (C2019)

£295—Vauxhall 14hp saloon, 1939, popular J1 type series, like post-war, a very special car mechanically, bills available for nearly £120 reconditioning this last 9 months, including replacement engine, etc., this car runs equally as well as its post-war counterpart.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

VAUXHALL WYVERN & VELOX

A CRES offer:—

1951 Vauxhall Velox, grey, red leather upholstery, one owner only; £615.

1950 Vauxhall Velox, blue, heater, low mileage; £350.

A CRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Macclesley 2211-2. (C1002)

VAUXHALL WYVERN & VELOX

A CRES offer:—

1951 (late) Vauxhall Velox, grey, as new; £575.

1952 (late) Vauxhall Wyvern, black, 7,000 miles only; £765.

A CRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2, Tulse Hill 1509. (C1002A)

CAR MART, Ltd.

1950 Vauxhall Wyvern saloon, 13,000 miles; £595. Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 5434. (C1039)

SLOCUMBER, Ltd.

WE offer with every confidence a 1953 (May) Velox in light blue with negligible mileage, absolutely as new in all respects; £810 or £270 deposit.

A LSO we have a 1950 model, reg. Nov. 1949, Velox in dark blue, which we can fully recommend at £510 or £170 deposit.

A LSO we have a 1949 Wyvern in dark blue, very nice car in excellent order throughout, guaranteed at £475 or £150 deposit.

PART exchanges, cars or motor cycles; existing h.p. accounts settled. We close at 7.30 p.m., Saturdays 6 p.m. (C4017)

38/52, Dudden Hill Lane, N.W.10, Willesden 4669; and 379, North Circular Rd., N.W.10, Gladstone 9548. (C4017)

SCOTT CARS offer:—

1950 Velox, radio, heater, loose covers, one owner, perfect; £515.

SCOTT CARS, 547, Finchley Rd., London, N.W.5, Hampstead 2100/8676. (C4016)

LUTON for Vauxhalls!!!

A E PALMER MOTORS have in stock three Vauxhall Velox E type square engine saloons, black with red interior, fitted heater and extras, negligible mileage, £355; ready for purchase terms; 1946-48 J type saloons urgently required.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. Open till 7 p.m. Sat. 6 p.m. (C1869)

J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, square engine model, fitted heater; £775.

1950 Vauxhall Velox saloon, late property works engineer; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, 6 p.m. Tel. Claxton 6305. (C2040)

CLANFIELD LAWRENCE offer:—

1952 Wyvern saloon, black, one owner, 8,000 miles only, magnificent and as new throughout; £710.—407, High Rd., N.12, Finchley 0091. (C2053)

GUY SALMON AUTOMOBILES, offer:—

1951 (November) Vauxhall Velox saloon, new look, 24,000 miles, heater, very carefully maintained by one fastidious owner; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

CENDON CENTRAL GARAGE, Ltd., offer:—

1953 Vauxhall Wyvern saloon, fitted radio, heater, loose covers, very nice, one owner, 12,000 miles, 6,000 miles in spotless condition; £775.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8064-5. (C2034)

W. J. BROWN, Ltd., established over 50 years.

1953 Vauxhall Velox, 8,800 miles, black, red leather, one owner; immaculate; £825.

339 Finchley Rd., N.W.5, Hampstead 4414. (C1025)

VELOX, 1951, perfect, one driver, serviced monthly by Vauxhalls; £565.—Box 0578.

1953 (Sept.) Vauxhall Wyvern saloon, 150 miles only; £815.—Write, Box 0778. (19257)

1953 Vauxhall Velox, available Oct. 10th approx., works mileage only; £865 or offer.—Box 0625. (18316)

VELOX (reg. S.A. 1953) under 100 miles.—Tel. Ham 6804 after 6 p.m. (19245)

1953 (May) Wyvern, grey, 3,500 miles, one owner, taxed, unblemished; £650.—Box 0748. (19141)

1952 New look Vauxhall Velox, excellent condition; £650.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Fetter 81, 121. (C3058)

1951 Vauxhall Wyvern black/brown, one owner, immaculate.—Odeon Motors, Ltd., 4100, Liberty 3456. (C3028)

1950 Vauxhall Wyvern saloon; £550.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 3456. (C1077)

GUY ALFRED & Co., Ltd.—1952 Vauxhall Velox, radio, heater, small mileage, superb.—6-7, Warren St., W.1, Euston 3263. (C1005)

1953 Vauxhall Wyvern, 130 miles, heater, tax year; best offer over £500.—Nutt Motors, North Rd., Brighton 25050. (19229)

VELOX Vauxhall 1951 saloon, one owner, radio, heater, original tyres; £575.—45, Shirehall Park, N.W.4, Hendon 1648. (19182)

1950 series Vauxhall Velox saloon, splendid condition; £355.—Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1010)

1953 Vauxhall Wyvern saloon, black, as new, genuine mileage 2,600, fitted with fog lamp; £825.—Bridgwater Motor Co., Ltd., Bridgwater. (19198)

1953 Vauxhall Velox, black, heater, taxed, 3,000 miles; £835.—H. C. Paul, Ltd., 52, Watton Place, W.1, Mayfair 0821-2. (C3040)

1949 Vauxhall Velox saloon, blue with brown leather, low mileage, one careful owner, perfect condition; £495.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. (C2025)

1953 Wyvern, September, Mileage 150, grey; £765.—37, Severn Rd., Weston-super-Mare. Tel. 6494. (19500)

£495—1949 Velox saloon, low mileage, maintained in spotless condition by one owner.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.). (19024)

1950 Vauxhall Wyvern, leather and heater, low mileage, excellent condition; £495.—Families Service Garage, London Rd., Guildford 5326. (C3085)

1951, one owner, low mileage; £595; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way Molesey, Tel. Molesey 6199. (C3037)

VAUXHALL WYVERN & VELOX

1953 Vauxhall Velox, grey, heater, taxed, chassis treated, 4,000 miles; £850, near, private.—West End Hotel, Fulwell, N. Wales, Tel. 377. (19109)

1951 Vauxhall Wyvern, splendid order, extras; £585.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512. (C4019)

£795—(September) 1952 square-engine Velox, 5,000 miles, heater, one owner, as new.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1025)

£495—1949 Velox, radio and heater, 24,000 miles, one owner, black with beige leather, unmarked.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1028-1)

1953 Vauxhall Velox, two months, unscratched, extras, heater, radio, screen clear, towing attachment, reverse light, sorbo mats, etc.; £825. Box 0783. (19262)

PRIDE & CLARKE, Ltd.—1949 Vauxhall Velox saloon, black/brown leather, radio; £469, three months' guarantee; terms, exchanges, lists.—237, Brixton Hill, S.W.2, Tel. 3664/5. (C3068)

1951 will be sold by Auction at Alexandra Palace on Thursday October 1, at 12.30 p.m., by Southern Counties Car Auctions, Ltd. (C1025)

PRIDE & CLARKE, Ltd.—1949 Vauxhall Wyvern saloon, green/brown interior, heater, radio; £479, three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9, Brixton 6251. (C3068)

1952 (Sept.) Wyvern, square engine, heater, covers, etc., negligible mileage, a really immaculate car; £790.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. (C4001)

1950 Vauxhall Velox saloon, grey, heater, radio, 29,000 miles; £550.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3011. (C1076)

1953 Vauxhall Velox, fawn, fitted radio and heater, link mats, reverse lights, spot lamp, carefully used, 4,000 miles, absolutely as new; owner going abroad.—Auto Repair Service, Weyhill Rd., Andover 2675. (18784)

NAYLOR & ROOT—1951 Vauxhall Velox saloon, green, hide, upholstery, fitted radio and heater, perfect condition throughout; £545, written guarantee.—25, East Hill, Clapham Junction, S.W.11, Batt. 2252. (C3062)

1949 model Vauxhall Velox, radio, heater, windscreen washers, absolute superb condition; £485; exchanges, hire purchase.—B. & H. Motors, 164-8, High Rd., Whetstone (Finchley), London, N.20, Tel. Hillside 6671-2. (C1020)

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Velox, green with green leather, radio and heater, nominal mileage, excellent condition throughout; £565; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3, Faxman 4601-2-5. (C4026)

675 gns.—Vauxhall Velox, 1952 model saloon, metallic chrome green, radio, heater, one ownership, moderate mileage, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6081. (C4016)

1951 Vauxhall Velox, colour grey, five good tyres, radio, heater and other extras, carefully used by mechanical engineer; this car has left-hand drive and is an exceptional car offered at the low price of £535.—Fletcher, Meole Grange, Shrewsbury, Tel. 4210. (19176)

£495—1951 Vauxhall Wyvern saloon, finished green with brown upholstery, left-hand drive; a quite immaculate and outstanding example; thoroughly recommended; written guarantee; terms, exchanges, H. F. Edwards, 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (C2001)

£595—Jan. 1951 Vauxhall Velox saloon, truly immaculate throughout, pastel finish with leather upholstery, heater, one owner, serviced and maintained by the makers at Luton. All other Vauxhalls in stock, pre- and post-war 10s, 12s and 14s. Wyverns and two special drop heads. (19164)

AMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1952 series Velox 18hp latest streamlined saloon, 1952 guaranteed 16,000 miles only, spare unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlight, rear lighter, taxed to December, as new throughout; £775; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2, Tudor 8301-2. (C3018)

Vauxhall Wyvern & Velox Cars Wanted

FULL value paid for Wyvern or similar.—54, Stratford Hill, S.W.2, Tulse Hill 2676. (W3016)

WANTED Vauxhall Wyvern, exchange Minx Phase IV, cash.—School House, Whitechapel, Warricks, 9290

VAUXHALL 25

ABSOLUTE bargain!!! 1955-6 Vauxhall Grosvenor full seven-passenger limousine, cellulosed black with brown hide interior, face-forward seating, two spares, completely overhauled costing £200 this year (bills available), offered for quick sale at £185; terms.—12, Church St., Luton 4212. (19167)

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1 Grosvenor 4528. (19017 R)

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. (10039 R)

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1950 Vauxhall Velox, good mechanical condition, radio, heater, seat covers; £585.

1947 Vauxhall 12hp saloon, black, brown interior, in exceptional condition throughout; £425.

1939 Vauxhall 14hp saloon, black with red interior, in very good condition throughout; £475.

ALWAYS a good selection of used cars in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. (C2029)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ash-ton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 4957), Salford (Trafford 3311), Wilmslow (Wio. 4953). [10285/R]

Vauxhall Miscellaneous Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [10975/R]

R **ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.2, Ham. 6041. [W4018/R]

S **SHAW & KILBURN, Ltd.**, Vauxhall main dealers. [W2000]

W **ILL purchase modern Vauxhall cars.** 4-6, Berkeley Sq., W.1. Grosvenor 4328. [10018/R]

R **QUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]**

V **AUXHALL cars, post-war models, urgently required.**—Gollys Garage, Ltd., Ears Court Rd., S.W.5, Frenamite 6373. [W2000]

A **RLINGTON MOTOR Co., Ltd.**, main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [10612/R]

7 **-SEATER private 1937/8/39 Limousines required,** cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

H **F. EDWARDS** urgently require good Vauxhall for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 6014. [W2003/R]

U **RGENTLY required, post- and pre-war Vauxhalls;** cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R]

Vauxhall Spares and Service

T **RIANON.** Established over 30 years, the first with a reputation for reliability and quality workman-ship, offers the undermentioned services on Vauxhall cars and vans.

T **RIANON.**—Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

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T **RIANON.**—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

T **RIANON.**—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models; brand new; just received from factory.

T **RIANON.**—Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [10687]

C **A.C.** **CROYDON AUTOMOBILE COMPANY, Ltd.**

V **AUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—**

B **EDFORD House, 390-388, London Rd., Croydon, Tel. Thornton Heath 3276 (14 lines). [10205/R]**

K **J. MOTORS, Ltd.**, for spare accessories, ex-change units.—Brooklyn, Kent, Rav. 2456. [10393/R]

S **KURRAY'S, Ltd., Swindon.**—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilt. Tel. 2266. [10663/R]

VETERAN CARS

W **ELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1875.**—Buy and sell pre-1914. [10201/R]

VINTAGE CARS

1925 A.C. tourer, 16hp, 2-seater, good condition, any offers.—Lee, 28, Alfred Rd., Croydon. [10146]

9 **hp vintage Number tourer, 1929, splendid condition throughout, reconditioned engine, new hood, screens and tyres, £120 o.n.o.—D. H. Murray, Barge House, Wootton Bridge, L.O.W. [10104]**

VOLKSWAGEN

C **OLBORNE GARAGE, Ltd., Ripley, Surrey.**

T **HE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception week-ends. Tel. Ripley 2361. [10373/R]**

R **ICEARDS & CARR** have Volkswagens available.—35, Kinnerton St., London, S.W.1. Sloane 5424. [10345]

G **ENUINE 16,000 miles, 1947 saloon, excellent condition fine performance; £335.—68, Oaks Ave., Worcester Park, Surrey. [10295]**

1947 Volkswagens, good condition overall, one owner carefully maintained, recent overhaul; £330.—Thorpe, 3, Chartwell Gdns., Aldershot. [10275]

V **& F** **MONACO MOTORS.**—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—Sa, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [10641]

VOLKSWAGEN

VOLKSWAGEN, registered in 1950, right-hand drive de luxe, English leather, latest modifications; radio, heater; the best second-hand V.W. in the country; £550.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5213. [C4036]

Volkswagen Cars Wanted

R **ICHARDS & CARR** buy Volkswagens.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

M **AYFAIR GARAGES, Ltd.,** top cash prices for Volkswagens.—Balderton St., W.1. Mayfair 3108. [10415]

V **& F** **MONACO MOTORS.**—The Volkswagen buyers.—Sa, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [10350]

V **W. MOTORS, Ltd.**

G **ENUINE spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighouse St.), Tel. May. 6718. [10647/R]**

M **OOONS MOTORS, Ltd.,** at their Davies Street (May-fair 2351) and Dorset House (Weilbeck 7960) branches have factory trained mechanics, and offer you full service with repairs and parts facilities. [10855/R]

W **illies-Overland Spares and Service**

J **ACK OLDING & Co., Ltd.,** Willies-Overland Distribu-tors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 3242. [103030/R]

WOLSELEY

E **USTACE WATKINS, Ltd.,** the sole London distribu-tors.

1951 Wolseley 6/80 saloon, black with brown leather, 15,000 miles, one owner. [10345]

1946 Wolseley 8hp saloon, black, brown upholstery, very good condition. [10345]

E **USTACE WATKINS, Ltd.,** 12, Berkeley St., W.1 (Mayfair 5051); and 12, Chelsea Manor St., S.W.3 (Fiamax 8181). [C4046]

A **CRES** offer:—

1951 Wolseley 6-80, metallic grey, heater, brown leather, very carefully used car; £595. [10345]

A **CRES** **AUTOS, Ltd.,** 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

C **AR MART, Ltd.**

1952 Wolseley 6/80 saloon, radio, heater, 17,000 miles; £775.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039]

H **BEART & Co., Ltd.**

1947 (June) Wolseley 14/60 Series III saloon, carefully maintained by one owner since new; £495.—102, London Rd., Kingston-on-Thames, Tel. 3346. [C1081]

E **LITE MOTORS** offer:—

1947 (Oct.) Wolseley 14/60 4-door de luxe saloon, green cellulose, the whole car unmarked, one owner, recorded mileage 18,000, undoubtedly genuine, any trial of inspection; £465. [C2005]

E **LITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]**

B **J. HUNTER, Ltd.,** offer:—

1950 Wolseley 6/80 saloon, showroom condition throughout; £525. [C2040]

B **J. HUNTER, Ltd.,** 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

B **RADSTOCK MOTORS** offer:—

£455—1950 series Wolseley 6/80 saloon, grey, brown leather, fitted heater, new set Dunlop Forts, low mileage, excellent condition; terms, ex-changes.—Chase Rd., Epsom, Tel. 633. [10374]

P **HILIP RICKARDS, Ltd.,** offer:—

1953 Wolseley 4/44, grey, 6,000 miles, perfect; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

W **ARWICK WRIGHT, Ltd.,** offer:—

1951 (Nov.) Wolseley 4/50 saloon, heater, green, 7,000 miles; £725. [C4045]

W **ARWICK WRIGHT, Ltd.,** 150, New Bond St., W.1. Mayfair 9761. [C4045]

G **UY SALMON AUTOMOBILES** offer:—

1951 Wolseley 6/80 saloon, metallic grey/grey leather, fitted heater, one owner, radio and heater, in first-class condition and extremely good value at £675.—Portsmouth Rd., Thames Ditton, Em-berbrook 5551-2-3. [C4001]

1937 (June) Wolseley 25 d.h. coupe, black, very good cond.; £225. [C4029]

T **ICKFORD, Ltd.,** 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3354. [C4029]

£165—1938 Wolseley drop head coupe; also 1937 14 saloon, £165.—Below

£245—1940 Wolseley 18 saloon, clean car; terms. [C1009]

£575—Wolseley 6/80 saloon, 1950, black, brown leather, heater, splendid condition throughout. [C2008]

F **ERRARIS OF CRICKLEWOOD, Ltd.,** 220-222, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

1937 Wolseley 10, exceptional. £235; payments.—Bryce Walte, Ltd., West Drayton 2956. [10258]

B **EARTS** of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston Tel. 3348. [10085/R]

1953 Wolseley 4/44, 700 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

C **ASEL MOTOR MART—1947 Wolseley 14/60 saloon,** ex-celent, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040]

1949 Wolseley 6/80 saloon, excellent condition; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [C3055]

£285—Wolseley 25 7-seater limousine, Nov. 1937, in exceptional condition; terms and ex-changes.—Newbury Cars, Muswell Hill, N.10. [10354]

WOLSELEY

1951 6/80 Wolseley, excellent condition; £595.—John Gray, 20, Harrogate Lane, W.2. Speedwell 1242. [C2028]

£275 o.n.o.—1958 Wolseley 14 engine recon-structed, 6,000 miles, mech. perfect, body immaculate.—W.1. [10236]

545—Wolseley 4/50, 1950 saloon, black, brown leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below. [10236]

1951 Wolseley 14/50, 1957 model de luxe saloon, black, sliding head, brown leather, very good condition, taxed; terms, exchanges; last open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£300—Wolseley 10 drop head 1939, many recent replacements including factory engine.—99, Fairholme Avenue, Romford. [10211]

W **OLSELEY 6/80, Sept. '52, mileage guaranteed,** 9,000, as new, green tyron cloth fitted; £790.—Crammone, Tel. 2040 Pottery Bar. [10140]

1946 Wolseley 18/60 de luxe saloon, in really im-maculate condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Piverside 6677-8. [C2043]

F **OR sale, 1951 Wolseley 6/80 black saloon, works** maintained, excellent condition, owner driven; £650 or nearest offer.—Box 0745. [10140]

A **RCHEM SIMONS & Co., Ltd.—1948 Wolseley** 4-door saloon, colour black, brown upholstery, sliding head, immaculate and economical; £435.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

C **AMDEN MOTORS** for Wolseleys.—10hp 4-door saloon de luxe, 1939, identical to its post-war suc-cessor, a smart serviceable car, good black finish, spick and span interior, delightful runner; £395. [10140]

C **AMDEN MOTORS** for Wolseleys.—Series III 14hp saloon, first registered November, 1940, used for about 6 months and carefully laid up until January, 1946, moderate total mileage and in almost as good condition today as it was when first delivered; £365. [C1068]

C **AMDEN MOTORS** for Wolseleys.—18hp saloon, De-cember, 1948, one of the very last 18/65 series produced, a fine car in outstanding mechanical order; £485. [C1035]

C **AMDEN MOTORS** for Wolseleys.—Super 8 saloon, 1937, smart series II model with attractive modern body styling, heater and other extras, smooth and luxurious performance, £465. [C1035]

C **AMDEN MOTORS** for Wolseleys.—Leighton Bus-sard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

N **AYLOR & ROOT—1950 Wolseley 6/80 saloon,** beige, brown hide upholstery, low mileage, perfect condition; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

R **OYLS** offer Wolseley 12 Daytona sports saloon, ex-ceptional; £185; h.p. and exchanges buyers' royals; mobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

J **ANUARY 1955 Wolseley 6/80 metallic green saloon,** guaranteed 5,017 miles only, most carefully run-in and full maintenance service by agents, perfect in every way, sole owner selling privately; £800; would con-sider exchange for larger car.—85, Moffats Lane, Brookmans Park, Herts. Potters Bar 2694. [10232]

L **IMOUSINES, 1950 25hp, partition, forward occu-pants, black, genuine mileage 4,500, unblemished, reasonable cost. Also 1949, mileage 22,000, privately owned. £975.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1094]**

Wolseley 4/50 Cars Wanted

C **THE CAR MART, Ltd.,** wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [10741/R]

R **OWLAND SMITH'S, the car buyers.**—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.2. Ham. 6041. [W4018/R]

Wolseley 6/80 Cars Wanted

C **THE CAR MART, Ltd.,** wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434. [10732/R]

Wolseley Cars Wanted

R **OWLAND SMITH'S, the car buyers.**—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.2, Ham. 6041. [W4018/R]

F **ULL value paid for Wolseley or similar.—54, Street-ham Hill, S.W.2. Tulse Hill 2676. [W3016]**

P **RIVATELY owned Wolseley.—5, Bras Court, King-sdon Hill, Surrey. Tulse Hill 2768. [W2037]**

H **F. EDWARDS** urgently require good Wolseley for immediate cash; distance no object; details please to.—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Wolseley Spares and Service

W **JACOBS & SON.**

W **E** **specialize in spares and repairs of all models of** Wolseley cars.

W **JACOBS & SON, Mill Garage, Chigwell Rd.,** South Woodford, E.18. Wanstead 7765-4. [10485]

W **OLSELEY spares and repairs.—Ramsey Motors, Ltd.,** 242-248, High St., Barnet 3240. [10707/R]

F **OR Wolseley service consult the Wolseley specialists.**—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [10473]

E **USTACE WATKINS, Ltd., Chelsea Manor St., S.W.3** (Fiamax 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [10277/R]

R **HARDY & SON, 55, Marylebone High St., W.1.** Weibick 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [10316/R]

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1952 Sheerline, perfect condition, 17,500 miles, seat covers, £1,100; 1956 Mercedes Type 500 cabriolet B, super condition, Mercedes maintained, one owner, good tyres.—Secretary, Newton Hall, Newton, Cambridge. (9151)

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Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GATEHOUSE MOTORS.

ARE buyers of all makes of cars.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. (C2021)

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This section closes for press at 10.0 a.m. on Fridays

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1939 Ford 10cwt van, £135, 3 months' guarantee; terms and exchanges.

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CARS'S MOTOR MART.—1952 Vanguard van, 6,500 miles; £495; written guarantee.—5, Warren St., W.1. Euston 9110. (M1046)

1948 Karrier Bantam truck, twin rears; £255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C9043)

1951 A70 pick-up with tilt, 16,500 miles, good condition, new battery; £435 o.n.o.—Oaten, Thrink Cottage, Wraike Hill, Whitstable. Write or tel. 2549 evenings after 8. (9110)

ROYS offer 1950 A40, £350; 1948 Morris 10, £195; 1948 Ford 10, £185; 1948 Ford 8, £185; Minx utility, £165; also 1959 Bedford 12cwt gown van, magnificent, £150; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube station), Euston 2700 and 8894. (C3059)

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37 33, Hammermill Bridge Rd., W.6. Tel. Riverside 3141. 1 min. Hamith Broadway. (M2045)

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WATFORD CARAVANS, Ltd., Hall Park Caravan, Berkhamstead, Tel. Berkhamstead 1570/71. (0035/R)

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4-BERTH caravan, Kendrick Thompson, fully equipped, little used, special h.p. facilities; £265.—Kings Motors, 1, High St., Hounslow, Hou. 0175. (M2049)

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GOOD class caravans for hire on attractive site at Groombridge Point, Exmouth; April to September. LEO small mobile fleet, consisting mainly of light-weight 4-berth, good proprietary makes; hire one of these and save the long tow to Devon.

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MANCHESTER: 1-5, Peter St. (Blackfriars 7845.) [N1053/R]

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H. M. BENTLEY & PARTNERS, Ltd., 9, Aldemarle St., London, W.1, Tel. Grosvenor 5551. (N1018)

CROYDON—Main agents Leathwood's Garage, Ltd., 2C, St. James's Rd., Croydon, Tho. 1222. (0063/R)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. (0001/R)

P. POWELL MOTORS, Ltd. East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7, Maryland 4818. (0451/R)

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C. A. PETO, Ltd. official agents for the new 8hp Standard; inspect this model at our showrooms.—42, North Audley St., W.1, May. 3051. (N3043/1)

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2, Gladstone 2400. (0431/R)

METROPOLIS GARAGES, Ltd. the Standard agents for sale, service and spare parts for all models.—131, Macle Rd. (Olympia), W.14, H&S 585-6-7. (0600)

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BARNET area.—Sunbeam-Talbot main dealers.—Hadden Green Garages, Ltd., 202-4, High St., Barnet 0332. (0415)

SMITH AUTO Co., Ltd. Main Dealers for Roovers Group, offer early delivery of saloon and coupe models.—145 London Rd., Croydon, Croydon 4600-4633. (4699/R)

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CAMSHAFTS, worn or damaged cams built up and reground to original profile and lift.—Moore & Ellis (London), 946, Ltd., 87, Scoresby St., London, S.E.1. Wat. 4561. (0062/R)

CARBURETTORS, ECONOMISERS

GILZENITH carburettors.

STROMBERG carburettors.

GOWER & LEE, Ltd. supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd. 1-2, Thornton Place, York St., Baker St. W.1. Welbeck 6523 (5 lines). (0835/R)

SU.

CARBURETTORS and pressure pumps.

SERVICE tuning repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd. 33, Brunel Rd., Old Oak Common Lane, Acton, W.3. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. (0655/R)

WATSON & CO (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.

SU and A.C. fuel pumps, prompt postal service. (0103/R)

SU—Official service depot.—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 12.

MOSS & LAWSON, Ltd. 1076-1086, London Rd., Thornton Heath (3 minutes Norbury Station). (0280/R)

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 84, Widney Rd., Knowle, Birmingham. (0394/R)

BARKER MOTORS (LONDON), Ltd. Ltd. Balham 6666 authorized main S.U. stockists and fitting station.—809, Balham High Rd., S.W.17. (0525/R)

ZENITH replacement carburetors and spares, official Zenith service station.—Millstone's Service Garage, Ltd., 300, Erith Rd., Bexleyheath, Frith 2469. (0572/R)

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.3. Tolue Hill 3434 (4 lines). (0323/R)

VOKES Gasmaster for increased mileage; prices of all models, 14/6; easily fitted; trade and retail supplied.—Comstock Ltd., Oxford House, Portsmouth Rd., London, Dutton Surrey, Emb. 2323/4. (0575/R)

FOR 25% additional performance, only 5% more petrol, fit a Derrington twin S.U. carburetor with complete with manifolds, linkages and petrol pipe, for Morris Minor or £36, only £17/10, Morris Oxford £26, 750 Renault £25.—Derrington, 159-61, London Rd., Kingston 5623. (0107/R)

OFFICIAL South, Stromberg, Solex and S.U. agents.

Largest stock of carburetors and spares in the North; conversion sets for American cars, flexible petrol pipes and all filters, prompt attention to postal enquiries.—Lime St. Garages (Lpool), Ltd., Moltan St., Liverpool 3. Royal 3333-33. (0093/R)

CAR CARPETS

WOOL pile and rubber carpets tailored to fit your car.—Jack Barclay Service Works, Lombard Rd., S.W.19. Liberty 7227/7. (M1062/R)

WOOL pile and rubber-backed carpets, ribbed Har-duro and rubber mats, hulk mats, tailored to fit all models, popular colour range, state model, hp, year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps; prompt delivery, carriage paid.

THE CAR MAT CO., Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. (0164/R)

CHROMIUM PLATING

REFLECTORS heavily resilvered, lacquered, to our 5-year durability guarantee; 8/-; 12 hours service.—Tewkesbury Plating Co., Tewkesbury, Glos. (8387)

HEADLAMP reflectors heavily electroplated, 100% silver, mirror finish guaranteed, 5/9 each; returned day received; send P.O.—R. E. Facker, Lion Place, Clifton, Bristol. (2259)

HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Bersford, 18, Boston Place, Marylebone, N.W.1. Pad. 5993. (0032/R)

CUT your plating costs on rechroming all car fittings, highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Esid. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. (0045/R)

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CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at keenest prices; write for new illustrated list, price 6/- 959-921, Fulham Rd., London, S.W.6. Renown 6174. (7202)

CYLINDER BLOCKS

REPAIRED without distortion by electrodeposition at 60° Fahr; no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Platenweid, 4a, Loftie St., S.E.16. Bermondsey 1468. (0020/R)

CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises, supply pistons any distance.—Phasey & Sons, 43a, Brookhill Rd., Wrotham, E.18. Wat. 4637/886. (8785/R)

ENGINES rebored on your premises without removal from chassis, Van Norman process Hepolite plating.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mounivier 4671. (0037/R)

FOR first-class service and outstanding workmanship.—Hamilton Motors (London), Ltd., 466-490, Boware Rd., London, W.2, and 169-171, Harrow Rd., W.9. Paddington 0222 (12 lines). (0096/R)

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remounted, reboring, sleeving, surface grinding.—32-34, Bensham Lane, W. Croydon, Thornton Heath 4126. (0510/R)

STANTON & SWEET (Battersea 5504-5).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines, con rods remounted, line boring of main bearings, surface grinding and valve inserts fitted.—238, Garratt Lane, S.W.16. (0068/R)

PRECISION super finished rebore with best pistons complete; Austin 7 72/-, popular 8/10hp 8/-, 4-hr. service, exchange crankshafts stocked; surface, crankshaft grinding, remounting, drums machined from 3/6.—Rowley & Lewis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. (0929/R)

J. AUSTIN & SONS, Ltd. specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remounted, 24-hour service, valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (0005/R)

CYLINDER HEADS

SILVERTOP aluminium H.C. cylinder heads give maximum performance attainable from Premium fuel, winning many races and rallies for users; Morris 8 & 9, Series E 29, Morris Minor (thermostat fittings) £10, Ford 8 and 10 (Spigot dynamo) £8, platform £15, Hillman Minx 34/53, Talbot 10 sv £10.—Derrington, 159-61, London Rd., Kingston 5623. (M1071)

DIESEL CONVERSIONS

DIESEL conversions English and American cars, fitted with Perkins diesel engines, full particulars on application.

CHURCH ROAD ENGINEERING CO., Ltd. Pioneer Conversion Specialists, Official Perkins Diesel Sign-holders, Hadleigh, Essex. Tel. 57271. (1557)

DYNAMOS

PRIDE & CLARKE, Ltd. for new and second-hand dynamo, starters, starter batteries, lamps.—Stockwell Rd., S.W.3. Bri. 6251. (0736/R)

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamo, alternators or engines; lists free.

POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). (0620/R)

CLARE'S MOTOR WORKS—Second-hand and reconditioned exchange stocks of dynamo, starter, magnetos, distributors and S.U. pumps, quotations for repairs or replacements.—Clare's Motor Works, 280, Kingston Hill, West Norwood, S.E.27. (0149/R)

DYNAMOS, starters, distributors, magnetos, repairing and replacement, armatures rewound; exchange replacements available; complete rewiring all electrical repairs.—A. J. Browning, 73, Lancesfield St., London, W.10. Lad. 3841. (0690/R)

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 35hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engine, exchange Ford 8hp, 10hp and 30hp gear boxes, exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp 600cc crankshaft and con rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (0006/R)

ENGINES AND ACCESSORIES

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested; guaranteed six months. (1929)

ARCOT ENGINEERING, Ltd. 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. (5572)

AUSTIN 7 reconditioned engines, 3-bearing £34, 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.

B. & H. MOTORS, Bignella Corner, South Mimms, Herts. Tel. South Mimms 2231-4. (M1020/R)

BEARDS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolskel reconditioned factory exchange units, series II and III.—Kingston 3348. (0467/R)

RECONDITIONED exchange engines, all makes and ages, cash or h.p.; delivery anywhere.—Service Engineering Co., Elm Ave., Sandiacre, Nottingham. (1924)

EUSTACE WATKINS, Ltd. Chelsea Manor St., sole London distributors, Wolsley car, exchange engines stocked for all models; any make at engine reconditioned. (0278/R)

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Eumber Super Snipe, £50; factory reconditioned engines for all models from stock. (0196/R)

R. J. GRIMES, Ltd. Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Upduns 3637. (0718/R)

COLLIER-ROYCE and Bentley engines.—Jack Barclay, Ltd., the largest official retailers and repairers, will be pleased to overhaul your engine, in some cases supply replacements.—Lombard Rd., Merton, S.W.19. Liberty 7227-7. (M1062/R)

BLACKHILL HILL GARAGE, Ltd. stock reconditioned engine for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 8hp, 12hp and Ford vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.

BLACKHILL HILL GARAGE, Ltd. Kingsbury, N.W.9. Colindale 6134-5-8. (0687/R)

EXCHANGE engine service to the trade; Austin, Hillman, Morris, Singer, Standard, Vauxhall, Wolsley any make of engine reconditioned, quick delivery, keen prices; high-class work.—Edwards Engineering Co., Ltd., Great West Rd., Brentford, Chiswick 7751-2-3-4. (0196/R)

EXCHANGE engine service to the trade; Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models at stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 1752. (0274/R)

STANDARD crankshafts ground standard undersize, con rods resized, etc. 6 months' guarantee, £48; as above but rebored £40; trade terms fitting or delivery if required.—Blackburn Auto Service, 41, Darrington Rd., West Norwood, E.E.27. Glipsy Hill 3137. (0505/R)

GUARANTEED reconditioned replacement engines; Ford 8-10, £18/10; Morris 8 Standard 8, Austin 8, £22/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, A40, £30; J. G. Rother & Co., Ltd., Eastern Ave., Romford, Tel. 2552/2532. (0056/R)

GARAGE EQUIPMENT

TWO-STAGE compressors, pressure up 800lb, s.p.l., £28; cu ft. 66/1; large models up to 32 cu ft. £28; prices include delivery.

TEDDINGTON ENGINEERING CO., Ltd. Dept. "M", High St., Teddington, Middx. (0369/R)

GEAR AND STEERING BOXES

PRESELECTOR gear boxes.—R. & A. Engineering, 35, Grant Rd., Addiscombe, 2931. (0501/R)

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete gear boxes.

R. J. GRIMES, Ltd. Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Upduns 3637. (0658/R)

STEERING boxes reconditioned or exchange, nuts sold if required; made to pattern; with imitable steel bush.—Foxley Garage, 1a, Elliott Rd., S.W.9. (0704/R)

PRESELECTOR gear boxes as fitted to Daimler, Armstrong Siddeley, Riley cars, etc.; repair, adjustments.—Arcot Engineering, Ltd., 169, Fulham Rd., S.W.3. Kensington 7301. (0121/R)

19/6 the following from 19/6; Ford, Hillman, Singer Standard, Rover, etc.; steering boxes reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 8260. (0769/R)

RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied, trade discounts.—Ken Spares & Motor Engineers, 5-7, Pembroke Mews, London, W.11. Bayswater 0377. 8314. (4753)

GENERATING PLANT

TV without mains.—Absolutely first-class picture plus DC circuit for lighting; as supplied to the B.B.C.; special AC/DC Chubbore generators, self-starting, compact and complete AC 220/250 volt 50/60 cycles, 250/300 watts, A.V.C. will run radios, vacuum cleaners, small tools, etc.; £47/10 plus 10/- delivery.—Below

STORAGE batteries.—12v 75 AH heavy duty, 19 plates, separate cells in hardwood cases, fixed impossible specification, approximately 1/3rd present list; £7/17/6 plus 9/6 delivery.—Below

TEDDINGTON ENGINEERING CO., Ltd. Dept. "M", High St., Teddington, Middx. (0761/R)

HEATERS

CAR heater, comfort and safety assured by fitting a Delaney Gally heater, suitable all makes.—Particulars from Delaney Gally, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201. Open Saturdays. (0699/R)

HOODS, CELLULOSE, ETC.

COUPE and tourer hood specialists and all interior trimming hood supplied, postal service, first-class only.

CONNELL HROS, 603, High Rd., Leyton, E.10. Ley. 7223 7, Highfield Rd., N.21. Lab. 2608. (0107/R)

HOODS and all interior trimming work.—F. A. Wren, Coach Trimmers, 13, Pratt Mews, Camden High St., N.W.1. Tel. Euston 1683. (1406)

TICKFORD, Ltd. coupe specialists, estimates given for recovering hoods and all coachwork repairs.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3018. (M4029)

FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialists.—Freeman, 106a, Park Rd., N. Bollo Bridge Rd., Acton, W.3. Acton 2154. (0075/R)

HOODA, CELLULOSE, ETC.

to let you have full particulars. Trade inquiries invited [0146/R

0155/R

at a price. — Kensington, Kensington
0955. (M2046/10)

BUSINESS & PROPERTY SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GARAGE, Leamington, nice house, good profits: freehold £5,250—14, Leybourne Park, Kew. (9279)

FOR sale, garage 12 cars, workshop, yard, stores, 2 electric pumps, house; main street Norfolk Mkt. town.—Box 0670. (8929)

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284), offer the following:—
ESSEX—Good main road position; well-equipped garage and filling station; excellent detached modern bungalow; freehold, goodwill and equipment, £7,250, s.a.v. (M2021/R)

ARWICK—Modern main road garage, filling station and motor cycle sales business, together with detached modern house; freehold, goodwill and equipment, £7,000. (M2021/R)

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. (M2021/R)

SHOWROOM with sliding doors, main road Great-ham, approx. 1,000 sq. ft. 24ft frontage, perfect decorative order throughout, excellent offices, low rental, 14 yr. lease for disposal.—Box 0690. (M3016)

WEST Midlands—Old-established small motor business with car dealerships in expansive country town, premises on lease, immediate possession if required.—Box 0602. (9315)

ALDRIDGE (est. 1753), auctioneers and estate agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties. (M3016)

ESSEX, A12, Chelmsford/Colchester.—Modern garage and filling station; well-equipped workshop; 4 pumps; approx. 60,000 gpa; good repairs; convenient modern house, 5 rooms, kitchen, bathroom; room for expansion; freehold £9,500; s.a.v.; large mortgage available. (M3016)

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2552. (M1004)

GOY & RICHARDS, Ltd., The Motor Industry's Specialists Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 8090. (0546/R)

GODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). (0291)

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements, to 39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. (M1047)

20 miles London; important main road; excellent garage, petrol station, doing nearly 20,000 gals. annually; good accommodation, large garage and showroom; ample equipment, only £8,000 all in. Edwards & Co., 22, Hampstead High St., London, N.W.3. Tel. Ham. 6947. (9196)

WEST Country Coast Town—Large general garage, filling station, large workshop, offices, 10 lock-ups and ample covered accommodation; petrol sales average over 1,000 gals. weekly; modern residence, 3 rec. 3 beds, mains services; freehold, equipment and goodwill, £12,000, s.a.v.—C. R. Morris, Sons & Peard, 6a, Hammet St., Taunton. (9180)

Business & Property Wanted

EDWARDS & Co. have numerous active purchasers for garages and filling stations in all parts of the country.—Write in confidence to 22, Hampstead High St., London, N.W.3. (9197)

GARAGES and filling stations in London, Home and Southern Counties, well sited, with good petrol sales, required for numerous applicants.—Particulars, to Aldridge Estate Department, William Rd., W.1. Eus. 2552. (W1004)

BUSINESS OPPORTUNITY

ESTABLISHED motor auctioneer desires to contact firms wishing to run weekly sales.—Box 0601. (9314)

FUNDS and staff available to operate used car sales from a limited number of main road service stations possessing showrooms or forecourt accommodation for not less than 12 vehicles within 30 miles. Remuneration on percentage or rental basis.—Box 0588. (9452a)

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 16-64 or a woman aged 16-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

CAR salesman for Austin main dealers.—Send full details to King's Garages, East Grinstead, Sussex. (9212)

EXPERIENCED salesman required, good education and appearance, used car depot, Kaling area.—Box 0789. (9257)

WANTED, senior salesman with experience.—West End motor agents; good salary and commission.—Box 0614. (9343)

SHORTHAND-TYPIST, book-keeper, with knowledge of motor trade; salary approx. £8, according to experience.—Chapetow Garages, Ltd., Baywater, 29a, Hatfield. (M1042-1)

SERVICE manager, Rotherham group distributors, 20 miles London, preferably with previous group experience.—W. Waters & Sons, Ltd., Barnet By-Pass, Hatfield. (9185)

CAR salesman, live and experienced, for rapidly expanding car sales department, excellent prospects.—Apply in writing, E.A.M., Lex Garages, 2, Lexington St., W.1. (9103)

MOTOR body repair specialists required, must be experienced in crash work on all popular makes, top rates and steady job.—Stewart & Allen, Lansdown Crescent Lane, Cheltenham. (9150)

WORKS foreman for large West End garage, experienced in supervising workshop, estimating, etc.—Apply in first instance, giving details of experience and salary required, to Box 0623. (9812)

SITUATIONS VACANT

EXPERIENCED car salesman required by distributors in Hull and district; excellent prospects for right man.—Applications, giving full details, to Gordon Armstrong (Hull), Ltd., 630, Anlaby Rd., Hull. (6860)

SOUTH coast main dealers require experienced salesman for Vauxhall-Bedford products; vacancy will occur during November-December; full details in confidence.—Box 0641. (8856)

PERSON of good appearance and education required for buying and once for selling departments of Chapetow Garages, Ltd., Ledbury Rd., W.11. Baywater 2949. (M1042)

COST clerk for motor vehicle repair work, second one for coach building dept., must have had similar successful experience over a number of years.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. (9100)

SENIOR Design Staff required by West London firm engaged on high-class medium engineering; salaries £750 per annum upwards according to experience and qualifications.—Write Box 0640. (8855)

VANDERVELLS of Hampstead have vacancies for skilled mechanics and lubrication bay operators. Apply Works Manager, 215, Haverstock Hill, Belsize Park (tube), N.W.3. Pri. 4441. (M4037)

SALESMAN/MANAGER, very old-established used car business in North London; good position for capable man with knowledge of values and excellent sales record; self-contained flat might be available.—Box 0619. (C4065)

VACANCY for senior car salesman, with opportunity for advancement to managing; applicant must reside in Weston-Super-Mare or Clevedon area.—Apply stating salary required to Box 0717, marking application Confidential. (9081)

LONDON distributors have a vacancy in the service station reception department; applicant must have had previous experience in interviewing customers and receiving cars, for repair work.—Write, giving details and salary required, to Box 0344. (9031)

STORES manager required by large West Country car and commercial distributors, sound, permanent position for fully experienced person; experience essential in modern stock control; write giving full particulars, stating salary required.—Box 0715. (9079)

REQUIRED for old-established main Ford dealers in East Anglia, experienced salesman, preferably with pre-war experience, permanency, good salary and prospects for suitable applicants.—Applications should be made to Manager, Mann Egerton & Co., Ltd., 31, King St., Norwich. (9190)

AUTOMOBILE engineers for British West Africa.—A large firm of motor dealers have vacancies for experienced automobile engineers, aged about 25-32 years, for service in British West Africa; state qualifications, experience, age, and whether married or single.—Box 0751. (9143)

CAR and commercial distributors, must be able and willing to extend car and commercial sales by own initiative and drive, every assistance, successful applicant will be considered for executive position after proving period.—Reply fully to Box 0719. (9083)

MOTOR fitters urgently wanted, Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). (M5065)

EXECUTIVE representative for Continent wanted by large group of commercial vehicle manufacturing companies; thorough knowledge all types commercial vehicles essential, also experience wholesale and retail distribution; fluent French essential, another European language desirable.—Apply, giving full details, age, photograph, to Box 0620. (8788)

LARGE Midlands motor manufacturers require technical man with experience in a Service Department; 25 to 35 years of age; good education; ability to write up, edit and arrange production and distribution of instructional aids. Photography or kindred craft as hobby would be an advantage; excellent opportunity for a man with drive and ambition.—Full particulars, giving experience and salary required, in the first letter to Box 0622. (8811)

SITUATIONS WANTED

GARAGE/WORKSHOP supervisor, 47, seeks position, N.W. London area, 31 years motor trade, private/commercial.—Box 0774. (9252)

WORKS manager, reliable, capable, seeks post, experienced reception, estimating, costing, diagnosis.—Main Ford. (9251)

WORKS manager, M.I.M.I., 29 years' experience costing, control, estimating, repairs, sales, seeks position in London with prospects.—Box 0600. (9313)

SALES manager, well known agents, requires position, preferably London or Southern England, with firm wishing to expand car sales.—Box 0798. (9311)

EXPERIENCED sales manager, new and second-hand, competent, also control commercial section if small company, South-West London or Surrey.—Box 0815. (9344)

LATE G.A. owner/motor engineer, age 46, seeks management or other interesting post; 28 years' experience; South or South West preferred.—Box 0446. (8361)

SMART energetic man, age 40, seeks post where his knowledge and initiative will be of value, pre-war experience, including service manager and branch manager of Ford main dealership.—Write Box 0794. (9307)

SALES and/or general manager, proved successful up to £1,000,000 turnover, low available, directorship welcomed.—May, Stonefield, Witcombe, Glos. Witcombe 2110. (9302)

BOOKS, ETC.

OFFERS wanted for clean, good condition, copies of "The Autocar" from 1947 to 1953.—Box 0718. (9082)

HANDBOOKS of cars and motor cycles; also good assortment of maps of all Halfords Branches in England, Scotland and Wales. (0085/R)

UTILITY bodywork drawings and instructions, 25/-.—"Re-trimming A Car," 11/- post paid.—Craftsman Publications, 9, New Street Square, London, E.C.4. (9602)

BOOKS, ETC.

HANDBOOKS, M.G., 1929-52, 31/3. "Midgents," 15/6; Chrysler, De Soto, Dodge, Plymouth, 14/-; Chevrolet, American Ford, T. Ford, 10/6; Alvis, Armstrong, Fiat, Hillman, Jaguar, Morgan, Renault, Riley, Rover, Singer, Talbot, 8/9; Cord, 4/6; Ford, Volkswagen, 7/-; Austin, Ford, Jowett, Morris, Opel, Standard, Vauxhall, Wolseley, 5/3; enquiries, stamp please, catalogue 45/- motoring books, 6d. postal business only.—Vivian Gray, Hurstpierpoint, Sussex. (M2063)

"MECHANICS For the Home Student." By Eric N. Simons, in association with W. D. Burnett, B.Eng., Lecturer in Mechanical Engineering, Sheffield University. Nineteen chapters provide an excellent introduction to elementary mechanics under such headings as Action Force, Momentum, Power, Applied Force, Friction, Centre of Gravity, Density, Fluids, Gases, Heat, etc. 7/6 net from all booksellers. By post 7/10 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

"AUTOMOBILE Efficiency: Maintaining Performance with Electrical Test Equipment." By E. T. Lawson Helme, A.M.A.E.T., A.M.I.M.I. A valuable handbook describing how to establish an efficient engine tuning, testing and maintenance service. Covers every aspect, including modern service station requirements, tracing lost performance, automobile electrical equipment, electrical workshop practice, organising a battery charging service, commercial development of a tuning service and creating a public demand. 10/6 net from all booksellers. By post 10/11 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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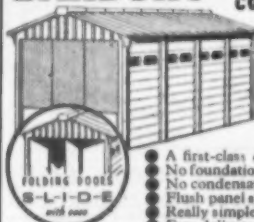
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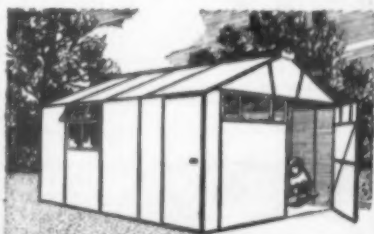
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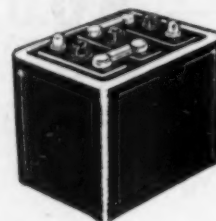
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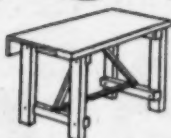
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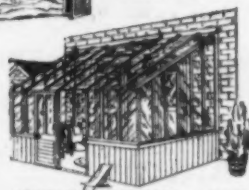
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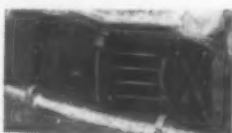
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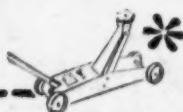
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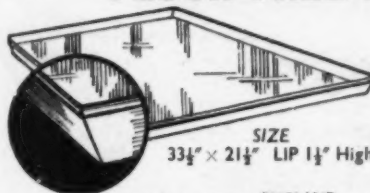
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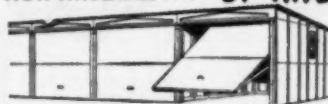
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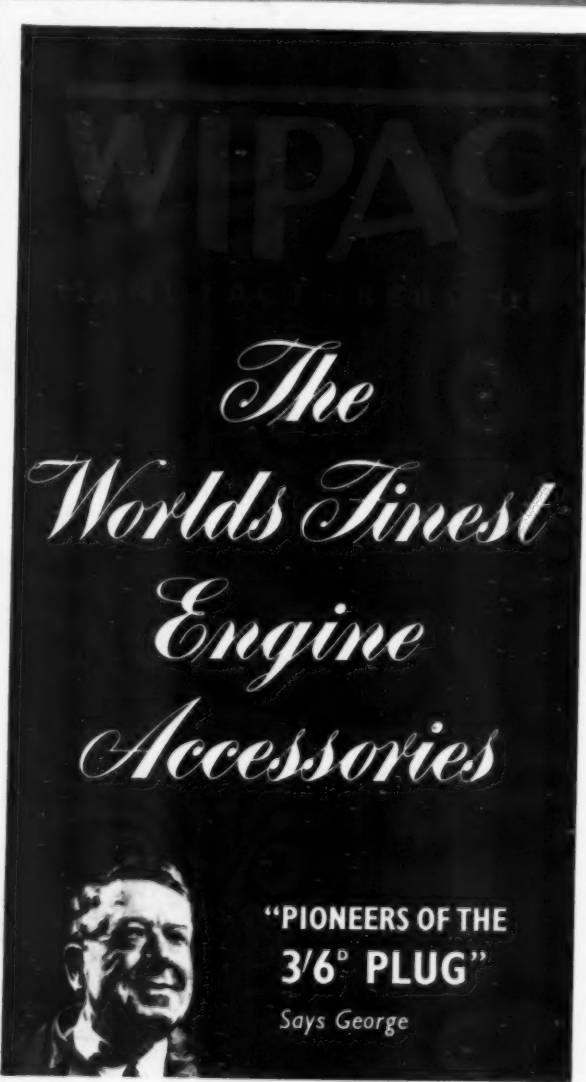
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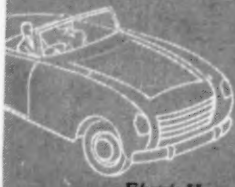
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


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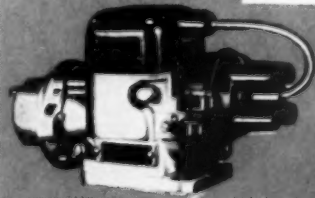






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